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LT.-COL. ELMER P. WALSER
Final Commanding Officer of the Train
Respected and loved by the Regiment

HISTORY OF THE 304TH AMMUNITION TRAIN

BY
ERNEST L. LOOMIS
CHAPLAIN



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FOREWORD

BY the publication of this book there is recorded the life story of one of our Country's regiments in the Great War. The regiment was born out of the travail of the country's need in the crisis of 1917. It lived to be less than two years old but it proved a sturdy youngster, nevertheless, as fine as any of Uncle Sam's regiments. Its record is clean and honorable. It did everything it was asked to do, and then more. It was commended on several occasions by the Commanding General of the Division. This story is sent forth to those who served in its ranks, and to the public it strove loyally to serve in the hour of need.

The author was privileged to serve as the Chaplain of the regiment during the entire course of its overseas history, and prizes the memories of those days so deeply, that it is his wish to perpetuate the deeds and associations of the regiment through the coming years.

The author would acknowledge his indebtedness to the Company Clerks who carefully made out the rosters, to Capt. David C. Gibson for the story of Camp Meade Days given in Chapter III, to Capt. Parker R. Skinner for the intimate story of the Three Companies at the Front given in Chapter IV and the story of Co. G, and to Capt. Walter L. Hitt for furnishing the facts concerning the organization of the Train. He is indebted also to those who prepared the other company stories, Corp. Chas. W. Yocom of Co. A, Sgt. Paul Wechsler of Co. B, Corp. Wm. Handschumacher of Co. C, Sgt. Wm. T. Warren of Co. D, Sgt.

Fred E. Talbot and Sgt. Gideon C. Burton of Co. E, Sgt. Jas. P. Friel of Co. F, Sgt. Mjr. John J. Gallagher of Train Hdqrs., Sgt. Mjr. R. B. Cook, Jr., of Motor Bn. Hdqrs., Sup. Sgt. Chas. E. Schmidt of Horsed Bn. Hdqrs., Pvt. J. L. Handy of the Sanitary Detachment, Capt. Roger C. Bowlus of the Ordnance Detachment, and Corp. Alphonse J. Remmell for the use of his sketch.

The author while revising and correcting each company story has endeavored to retain the original as far as possible.

Every effort has been made to make the book accurate in dates and statements of facts and it is believed that if any errors are found they will be only in unimportant details.

ERNEST L. LOOMIS.

*Milford, Mass.,
March 15, 1920.*

CONTENTS

CHAPTER	PAGE
I. THE DIE IS CAST	11
II. THE ORGANIZATION OF THE 304TH TRAIN	15
III. CAMP MEADE DAYS	20
IV. ON TO FRANCE	29
V. IN TRAINING WITH THE ARTILLERY	40
VI. THE THREE COMPANIES AT THE FRONT	48
VII. THE WHOLE REGIMENT AT THE FRONT	54
VIII. APRES LA GUERRE	63
IX. HOME AGAIN	73
X. COMPANY A	80
XI. COMPANY B	86
XII. COMPANY C	105
XIII. COMPANY D	113
XIV. COMPANY E	121
XV. "GALLOPING F"	130
XVI. COMPANY G	140
XVII. TRAIN HEADQUARTERS	147
XVIII. HEADQUARTERS DETACHMENT, MOTOR BATTALION	165
XIX. SANITARY DETACHMENT	170
XX. HEADQUARTERS DETACHMENT HORSED BATTALION	178
XXI. ORDNANCE DETACHMENT	182
XXII. ROSTERS	184



LIST OF ILLUSTRATIONS

	<i>Frontispiece</i>	
	FACING PAGE	
Lt.-COL. ELMER P. WALSER	16	
CAPT. JOHN D. FEARHAK	16	
MAJOR VINCENT A. CARROLL	16	
COL. WALTER E. PROSSER	32	
MAJOR EDWIN M. VAN VOORHEES	32	
Lt.-COL. H. J. MCKENNEY	32	
CHAPLAIN ERNEST L. LOOMIS	32	
TRAIN HEADQUARTERS AT THIERVILLE	50	
CHAPLAIN E. L. LOOMIS CONDUCTING RELIGIOUS SERVICES ON BOAT COM- ING HOME	50	
SHACK OPPOSITE DUGNY	50	
VERDUN SHOWING THE MEUSE RIVER	50	
VIEW OF CAMP AT SOUILLY LOOKING TOWARDS DIVISION HEADQUARTERS	70	
LAST HOME IN FRANCE	70	
U.S. TRANSPORT "SHOSHONE" LEAVING FRANCE FOR HOME	70	
COMPANY B	88	
COMPANY C	88	
CO. D ON THE HIKE TO ECUREY	114	
CO. D'S KITCHEN, DEATH VALLEY	114	
DETAIL BUILDING SHACK, DEATH VALLEY, P. C., CO. D	114	
DETAIL, SCHWAB, CARR AND OTHERS BUILDING SHACK	114	
CO. D'S CAMP "IN THE MUD" IN DEATH VALLEY	114	
LTS. NIMMO AND STEPHENSON IN FRONT OF DUGOUT, DEATH VALLEY	114	
COMPANY A	<i>Between pp.</i> 130 and 131	
COMPANY E	<i>Between pp.</i> 130 and 131	
"GALLOPING F"	<i>Between pp.</i> 130 and 131	
COMPANY G	<i>Between pp.</i> 130 and 131	
TRAIN HEADQUARTERS DETACHMENT WITH OFFICERS	150	
HEADQUARTERS DETACHMENT MOTOR BATTALION	150	
SANITARY DETACHMENT	170	
COMPANY D	170	
THE OFFICERS OF THE AMMUNITION TRAIN	180	
HEADQUARTERS DETACHMENT HORSED BATTALION	180	

HISTORY OF THE
304TH AMMUNITION TRAIN

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CHAPTER I

THE DIE IS CAST

America Enters the War

WHEN on that fateful day in July, 1914, the world was stunned with the news of the declaration of war by Germany against Russia, followed quickly by similar action against France, few grasped the full significance of the measure nor the maelstrom of war and bloodshed that was to follow. Even when England went into the war there were still many who prated of peace and dreamed of an early settlement. Experts said that the war could not last more than six months because of its drain on the finances and man power of the countries involved. But as the months dragged on country after country entered the struggle. The months wore into years and America remained the only great nation not involved. Pacifists and others refused to believe that the war would ever touch America and strove earnestly to keep her out of it. Congress persistently voted down increased appropriations for the improvement of our military and naval forces. All of the resources of the underhanded German propaganda machine were utilized night and day to prevent American intervention. But at last the inevitable day arrived.

For two years and a half America had stood as a spectator of the Tragedy of Europe. She had seen neutral Belgium raped and burned, she had listed to the wail of abused women and children, she had beheld the wanton destruction of monuments of art and learning, she had witnessed the enslaving of civil populations, she had seen solemn conventions ignored and sacred treaties cast to the four winds as mere scraps of paper. Little by little public sentiment changed, the voices of the pacifists and the German sympathizers became drowned in the rising tide of national indignation and the clamor for justice. Peace came to seem a thing of dishonor as in a time when a man sees a thug and murderer at work and turns away with a shrug of the shoulders saying that it is not his business.

Then Germany launched her program of ruthless submarine warfare. Zones were marked out surrounding England, Belgium and France. Germany notified the world that all ships found in those zones would be sunk without warning, regardless of their nationality or contents. Arrogant Germany, reeking with the blood of her victims, and obsessed with her dream of world empire, flung her crowning insult into the faces of the few nations still striving to maintain neutrality. With one sweep of the pen she cut away from all convention and her solemnly pledged word and started upon her program of piracy. Little did she realize then the gathering thundercloud and the fearful consequences that she must face. She believed that her minions had so poisoned and warped the mind of America that there would be no interference. She laughed in her sleeve to think of those contemptible Americans who saw visions of universal peace and the brotherhood of man and who gathered a golden harvest of dollars from the nations at war. Yes, America was dreaming. She could not credit the motives of a nation

without conscience or principle. For two years and a half she had sought to deal with the reeking criminal in the manner of honorable men. She had waited, she had tried to reason, but she learned that the nation with which she dealt knew no honor, smiled in the face and stabbed treacherously in the back. It was clear that there was only one language Germany knew and America must speak that language if the principles and ideals of American life and civilization were to continue. America must choose. She must either renounce her honor, her high principles and her right to the respect of posterity or she must fight. There was no hesitation when the issue was understood. The struggle might take her life's blood, it might leave her crippled and torn, but fight she must. It was clear that the two diverse principles of America and Germany could not continue to exist, one must perish or the other. The die was cast.

In his room in the White House at Washington, for long hours the president thought the question through. His vigils were lonely. The choice was fraught with consequences which would affect the lives of thousands, yes millions. What should he say? In response to the call for convention the members of Congress sped from far-away homes to meet in solemn assembly and decide the destiny of the nation. On the 2nd of April, 1917, they met and organized for conference. Before them stood on the following day the form of the man who had sought to lead the nation aright during those troubrous years of heart-ache and agony. With blanched faces and squared shoulders they heard his message as he recounted the steps which had been taken to deal honorably with Germany and their failure. Solemnly he advised the nation to cast the die, to take the only remaining course, consistent with honor.

Quickly they formed for action. The deliberations lasted into the night as the country waited for the answer; then it came, clear cut and decisive. The die was cast, America was in the war. Henceforth Germany must listen to the language of American bullets and bayonets.

The decision reached, all the mighty resources of the nation were mobilized for the titanic struggle. Everything must be developed from the start, little was ready. It was pioneer work of the truest nature. Cantonments must be built, the organization of the new army planned, clothing, arms, ammunition and supplies provided, arrangements made for transporting and maintaining a great army three thousand miles away from its home base, the greatest feat ever undertaken. Mistakes were made as was inevitable, but almost as by magic the difficulties were faced and solved and American forces began to move in ever-increasing volume across the Atlantic. The stream grew greater as the months rolled on and sounded the death knell to German hopes and dreams of world conquest. America's share in the war is now a matter of history, as well as the final crash of the German forces culminating in the historic armistice of November 11th, 1918. It is not the purpose of this story to give the history of the total American participation, but rather to narrate the story of one unit that shared in the task and its victory. This is the tale of the 304th Ammunition Train of the 79th Division and is written with a two-fold purpose, both to record for coming generations the events connected with the development and deeds of this regiment and to perpetuate in civil life the associations formed during those months here and "over there."



MAJOR VINCENT A. CARROLL.
Adjutant, later transferred to Division Headquarters. Cited
for service there
From a sketch by Corp. Alphonse J. Remmell



CAPTAIN JOHN D. FEARAKE
Personnel Adjutant and later Commanding Officer Co. D
One of the best liked officers in the train

CHAPTER II

THE ORGANIZATION OF THE 304TH AMMUNITION TRAIN

PREVIOUS to the entrance of America into the war, ammunition trains had existed in the American army practically only on paper. The Ammunition Train is largely a creature of active warfare and each combat division of the army is supposed to have one. The purpose of this is clear from its name; to transport ammunition. The Ammunition Train is a part of the Field Artillery brigade, but the scope of its work theoretically extends to the transportation also of all kinds of ammunition. Theoretically also ammunition hauling is the only work of this unit, but in this war ammunition trains have been utilized for all kinds of work. This was true of the 304th, as will be seen from the story of their life as narrated in this volume.

An ammunition train is organized into two battalions, one horsed and the other motor. The Motor Battalion has four companies and a headquarters detachment. The Horsed Battalion has three companies and a headquarters detachment. There is also a Train Headquarters detachment and Ordnance and Medical detachments. The total strength of the regiment is about 1,250 men and 30 officers.

The organization of the 304th was begun with the issuing of an order from the office of the division commander on September 14th, 1917, calling the unit into existence with Lt. Col. Walter E. Prosser as its commanding officer. This was S. O. 9, Hdqrs. 79th Div., and at its dictate there be-

gan and developed the organization which came to be the pride of the men who formed its personnel and which was to receive favorable mention on more than one occasion.

The preliminary organization meeting was held on September 19th in Barracks C-26, Camp Meade, Md. Here four officers reported to meet the commanding officer, Lt. Col. Prosser, and receive instructions from him concerning the organization of the regiment and the reception of the new recruits, who were expected on the following day. Those who reported that day for this meeting were Capt. Walter L. Hitt, Lt. Lawrence G. Williams, and Lt. George S. Smith. It was decided that there should be the temporary organizations of two battalions, the first under the command of Lt. Williams, and the second under Lt. Smith. Capt. Hitt was made adjutant.

The following morning Lt. Parker R. Skinner reported and in succession there came the following: Lt. Vincent A. Carroll, Capt. Leslie Carner, Capt. John T. Little, Lt. Albert H. Sadler, Lt. Thomas M. Montgomery, Lt. David C. Gibson, Capt. George M. Cannon, Lt. Karl L. Belt, Lt. Frank H. Pharaoh, Capt. DuBois Rees, Lt. John B. Thayer, Lt. Daniel L. Ross, Capt. Harvey Christman, Lt. Thomas H. Nimick, Lt. Joseph E. Thomas, Lt. Stanley C. Eaton.

About mid-day of the 20th of September word was received that approximately 210 men from Chester, Pa., and vicinity were on the way and had been assigned to the Ammunition Train. Officers were immediately detailed to meet the train and conduct the men to regimental headquarters for assignment to battalions. This march resembled no other march in the later history of the regiment. There was little of the military about it and certainly none of the snap and precision with which they learned to march in the later parades. At the head of the column was Lt. Wil-

liams. Behind him came a more or less disjointed column of twos. Few if any of these had ever marched in military formation before and they were but raw "rookies" fresh from civil life without uniforms or equipment and each tugging along a suitcase or other piece of hand baggage. Most of them looked around with interest and yet dread in their hearts, not knowing what awaited them at the end of the journey, nor on the other side when their training was complete. Probably all of them had been liberally fed by friends and neighbors with wild stories of the rigors of military discipline and watered with the tears of wives, sweethearts, and mothers who bade them good-bye with an agony of abandon and the thought that they never would return again. Some had been loaded to capacity with intoxicants by admiring friends and were very much "shot." Lt. Smith, who came at the rear of the column, had his hands full keeping the column in line and helping the incapacitated to complete the march.

Headquarters reached they were checked in, taken to their quarters and "allowed" to take a bath. Then came the physical examinations followed by the vaccinations and the "shots" in the arm, or inoculation. This of course caused excruciating pleasure to all concerned, especially to Lt. Anderson of the Medical Corps, who administered the treatment.

The following day another detachment of seventy men came in from up state and were put through the paces as had been the Chesterites. The first group could now crow over the later arrivals, for they were the veterans of one day. They could enjoy the expressions of agony on the faces of the newcomers and perhaps helped in painting a graphic picture of the horrors of the innoculations and vaccinations.

As each group came in they were searched for forbidden

articles of personal equipment. Special articles were of course on the list. A few bottles were found, possibly intended for weapons of defense against the cruelties of second lieutenants.

The two battalions were divided into companies on the 24th of September. There were seven of these with forty men to each company. A Co. was commanded by Lt. Gibson, B Co. by Capt. Hitt, C Co. by Capt. Carner, D Co. by Capt. Rees, E Co. by Capt. Little, F Co. by Capt. Christman, and G Co. by Capt. Cannon. In addition to their company duties Capt. Cannon continued to serve as regimental supply officer and Capt. Hitt as adjutant.

On the 3rd of October the regiment, except E and F companies, moved to V Block, where on the same night another large increment of men arrived to swell the number already there.

Later changes were made within the organizations and in its personnel during the nine months of its training in Camp Meade. Col. Prosser was eventually transferred to the Field Artillery of another division to the deep sorrow of both officers and men who had come to respect and esteem him in the highest terms. Lt. Col. H. J. McKenny then was placed in command. Capt. Little was promoted and given command of the Horsed Battalion and Major Ruesswig that of the Motor Battalion. Nearly all of the early officers were promoted during the following months and other officers arrived. Most of the original regiment was from Pennsylvania and Maryland.

Large numbers passed through the regiment in the course of these months and were transferred to other organizations. A short time before the departure of the regiment for France in the summer of 1918 a large group was taken from the Ammunition Train and transferred to southern

camps. Their places were taken by recruits from the southern states. Other groups came in from Kelly Field from the Aviation Section. These were from various states, so that the final composition of the regiment as it went to France was truly cosmopolitan and all sections of the country shared in the experiences of the regiment "over there."

The following chapter deals with Camp Meade experiences and those days of training which went into the process of making some twelve hundred and fifty civilians into finished soldiers, ready for their part in the campaign experiences across the sea. This will be given by Capt. David C. Gibson, who was among the first officers of the regiment to report and who writes from personal experience.

CHAPTER III

CAMP MEADE DAYS

CAMP MEADE!

Sand, sand, sand. It might have been the Sahara, transplanted to Maryland, except for the embellishments. The hot sun of a September afternoon beat down on it and we watched the cloud of dust that enveloped a column of men that disappeared up the road ahead of us as we de-trained.

The first view of our new home was far from enhancing. We had read of the mushroom cities prepared for our reception, but it was a hazy idea we all had of those cities. We had heard with awe of the millions of dollars spent and the armies of men employed in rushing to completion the cantonments; of the almost unbelievable outlay of lumber, roofing paper, stoves, kitchens, plumbing fixtures and tons of coal for heating; of the rush orders for clothing, food, rifles, ammunition and other things that were to be associated with military schooling and life. But it had all failed to give us any picture of what a camp would be like.

Sand, dust and a scorching sun welcomed us. Back of the lines of warehouses and shanties along the railroad siding that had been run up into the camp we could distinguish the row upon row of barracks. Little did we realize how comfortable we would come to look upon them afterward when contrasting them with the dugouts and mud on the Verdun front during those tedious days of the Meuse-Argonne push. When we landed, everything was strange

and new. Our transition from homes in the cities and from civil life had been so sudden that we were compelled to swallow and digest in one breath, literally to gorge, all that military necessity thrust upon us. But we did it. We had to. Other men, other nations, had done it; and Americans are said to be a nation far more adaptable than others. We accepted it as a matter of course, without realizing this fact, without asking ourselves why. Possibly it was simply the soldier in us. Maybe some of us railed at the government and at the army underneath—there were some conscientious objectors who gave vent to their feelings in words—but in the main we were all of the same spirit: we were in for war, whatever it meant in the abstract, and we would take things as they came.

“Everybody off and form in a column of twos along the track.”

An officer—we didn’t know whether he was a lieutenant or a major—aroused us from our reveries and wonderings. And, though we had only a vague idea of what a column of twos was, we proceeded to follow his cue. Almost before we realized it we had left behind the first step into our new life and were ourselves being engulfed in the dust we had watched a few moments before; following we knew not where, but following nevertheless, just as, later, we would be called upon to follow possibly into machine gun nests, through barbed wire entanglements and through bursting shrapnel. It is the spirit of the American soldier.

We were “scared,” some of us. Everything was new and different and we approached it with some trepidation. If we had but known it there were similar feelings in the breasts of most of the officers; they had beaten us to camp by only a few days and were almost as new to the atmosphere and life as we. But that was soon overcome.

Then came our introduction to our quarters and bunk. It was the same that hundreds of thousands of others had, but it looked cold and unattractive. No sheets or pillow-cases, no plaster or wallpaper, no pictures on the walls, and no rugs or carpets on the floors. We hadn't thought about how or when or where we were to sleep and be fed—the essential things. But that had been arranged. We were given our two blankets and mess kits and a container for bedding; we learned later that the latter was called a bedsack.

When mealtime rolled around—in the excitement we had forgotten it—we were put in line and guided to the kitchen for our first "slum." Who will forget that first meal; it matters not how familiar he becomes with mess call and grub or chow, whichever he prefers. Bread, but no butter. Roast beef and potatoes and tomatoes all together in the messpan. And a big K. P.—we learned afterwards that K. P. stood for kitchen police and that it wasn't at all like doing sentry duty on an important outpost—who doused a spoonful of rice pudding on your messpan cover. Someone who knew tipped us off to the handle on our cup before we got to the coffee station. But the handle wasn't altogether reliable, as some of us discovered to our own chagrin and the amusement of others later when it unceremoniously dumped a good pint and a half of coffee all over the last remnant of civilian life. We had long frame tables to eat at and found salt and pepper, worcestershire sauce, mustard and chili sauce in front of us. They were luxuries, but we, in our ignorance, didn't appreciate them. Some of us were critical. But we learned later, when we stood through mud and snow and even shellfire to get those same messkits filled up and then climbed back down into a dugout, or, on better days stood up beside a water cart or picked out a convenient fallen tree to dispose of it.

Our bunks for the night we gave little thought to until there came a call for a "detail"—a word that we later came to know and curse. But that evening, as always, it was necessary. There were trucks loaded with iron cots and straw to be unloaded. And we got the cots into the barracks and dumped the straw outside, where by lantern we filled our bedsacks a little later, one bale being assigned to eight men. That evening we all felt sort of lost. Even though we were from the same towns and cities and knew each other, there was the strange atmosphere that pervaded the barracks and we sat at the windows and watched men go by or wandered along the unimproved "streets," trying to get the hang of the place.

Tired without appreciating it, we climbed under the blankets early and awoke the next morning feeling that we were already a part of the machine that was being perfected to drive the Hun back out of civilized Europe. We knew there was a captain and we had heard of a first sergeant; we had seen the captain when we arrived and he had fired a series of questions at us. So we waited for him to start things again. There were some old regular army "non-com" to be utilized as a basis for an administrative and instructive nucleus—we learned this later—and through him we were sufficiently organized to be put through physical examination, assigned to bunks and advised in a general way of the rules and regulations of our compartment.

Before we realized, we were on the drill field. There was no khaki, no rifles, no bayonets glistening in the sunlight, no band and no solid lane of humanity to watch us and cheer us. And fortunate it was. They would have tired quickly of the labored steps by which we learned the right hand salute, the right and left face, the forward march and the halt. We tired of them and Heaven knows the officers

must have tired in their efforts to beat it into the heads of some of the slower men in the company.

Out on the sand hills, back of "C" Block, we went in the morning and pounded back and forth until we had beaten down the sand and grass and worn our shoes down until our feet were nearly on the ground. It wasn't our idea of the army and inwardly we cursed, flaying the fate that took us away from a desk job, pleasure, friends and family and threw us into this unending period of drilling. We couldn't see where all this was so essential to whipping the Hun. But there were better days ahead.

While we were railing at our lot, the mere fact that we nevertheless submitted to it was tempering us with that essential of successful military operations—unfaltering obedience. It came to us in spite of ourselves. And with it came pride in the fact that we could govern ourselves, that, when a command was given, we could respond to it instantly. It came to us that instant, unfaltering, machine-like response to orders and commands was the primary essential in military life, the foundation on which the accomplishment of the big military operation rested. And, understanding this, we came to regard our lot in a different light. To some of those who hadn't doped it out for themselves we sought to impart this philosophy; it was with varying success, however. One of the men—an Italian—approached the captain one day.

"Me no lika dis job," he complained. "Want to quit."

"But you can't quit; you've got to stick to it," the captain returned, and explained why. It was difficult of explanation, for the man, when he came, had just escaped being assigned to the "foreign legion," a company which was made up of Russians, Poles, Hungarians, Italians and others who could not understand English. But the explana-

tion went across. Two months later he was one of the most willing workers in the company and most likeable, too, so much so that when it came to transferring men to other camps for prior service overseas he was one of the last to go, despite his slowness in mastering little problems and in understanding orders.

We were an ammunition train and we knew in a general sense what our duties were. But for weeks and months we knew nothing more than what our tables of organization called for and even those tables were being constantly changed. Under the able direction of Lieut. Col. Prosser we were guided forward and required to toe the mark.

Meanwhile equipment began coming in. Will we ever forget the day we acquired complete equipment? It meant more than merely having the equipment, too, for there were orders, that, until he was fully equipped so as to make a presentable appearance, no man would be permitted to go home on pass. Piece by piece we got our clothing—O. D., all of it—O. D. shirts first and then other articles until we were uniformed. Slowly rifles began to come in. We had been using sticks in lieu of rifles and the men who landed rifles considered themselves fortunate, even though it meant more work in keeping them clean. The first rifles were Crag-Jorgensens, but it was not long before they were replaced by Springfields.

Apace with this went the drill schedule, another necessary evil as we looked upon it. Squad, platoon and company movements were studied and passed; manual of arms came into our lives; we hiked all over Maryland, through sand and mud and in the elements. But we didn't know how easy that was—not until we did the same thing later over French roads, in the pitch darkness of night, with rain beating a tattoo on our tin helmets and a water-soaked pack grinding

on our shoulders, while flashes of light and the roar of big guns kept us company. Day after day, however, we went through it all, with the addition of physical exercise, grenade throwing, bayonet exercise and organized athletics. Through the winter we kept it up, on days when more than one man was sent back into quarters with his ears frost-bitten and his hands so stiff from cold that he could barely grip his rifle. But it was hardening. And we came to the point where tumbling out for reveille in the snow and standing shivering under the stars until "Assembly" sounded, with our teeth meanwhile playing a call of their own as they chattered, came to be only an appetizer for the hot breakfast that we knew awaited us inside. Anyhow, it was a part of the game and had to be played.

Some of us had a part in the solution of the many problems that presented themselves; only the company officers, the "top," the company clerk, the supply sergeant and the mess sergeant knew how hard of solution they were. There are some of us who battled far into the night with puzzling figures on equipment and records that spelled accountability; others wrestled with muster and pay rolls until drowsiness and fatigue quieted the typewriters. Only the mess sergeant, and possibly the cooks, know the battles that were waged in the kitchen, the puzzling problems that only experiencee could solve.

The organization was a big job. Those of us who had a hand in it were fortunate, for it was valuable experience, though disheartening. The first steps required the detailed attention of officers—officers who themselves had had little enough training in the work they had undertaken. They demanded their attention until the right men had been picked for the jobs and trained in them so that those men could handle them alone. But, from the men assigned, the leaders—sergeants and corporals—had to be singled out.

There wasn't such a thing as partiality; the men who had the stuff landed and were held responsible. Be it said to their credit that they measured up.

Through the fall and into the winter we worked, expecting any day the summons that would start us across the Atlantic to the battle front. From our first days in "C" Block, where we were more or less disorganized in spite of our efforts, we moved down into "V" Block, in an altogether different section of the camp, where the actual organization occurred. There we spent the autumn and late in November, 1917, our own quarters in "W" Block had been completed to an extent to warrant our moving into them. We put up with inconveniences there for many a day before the details of construction were completed, shivered under icy cold showers until heaters could be installed, but gradually our places became more comfortable and more home-like. On bright days we got out and dressed up the "front yards" and added like improvements on the interior until we came to take a pardonable pride in the appearance of things. This spirit of pride developed without compulsion. It was simply another indication that the men were beginning to love their regiment.

So we came to the point where we were so mentally and physically advanced as to be a dependable cog in the machine which was launching its force against the Boche. We reached this stage all unconscious of it. All we lacked was equipment. That would have been supplied if we had been ordered across; but we waited, anxious to put our knowledge to test, but waiting for orders.

But though we had been working hard the camp wasn't without its diversions. Movies was one of the first but by no means the only attraction. The Y. M. C. A. and K. of C. huts were always filled in the evening. Pianos and victrolas, "fights" and lectures, special dinners in the barracks,

an occasional smoker, band concerts and, finally, the Liberty Theatre, with its orchestra and honest-to-goodness plays, kept us from getting stale.

And who didn't look forward to that week-end pass! How we cleaned up rifle and equipment on Friday night, after watching feverishly the list of passes when it went up on the bulletin board in the afternoon, and then scrubbed our O. D.'s and polished shoes and made the Springfield shine so that there would be nothing amiss at inspection to prevent our getting away. How slowly the minute dragged before and during inspection. Wasn't the captain ever going to get down that rear rank? How often have you mumbled to yourself, "Hang it all, I'll miss that train yet!" But it was over at last and you were in the scramble to get inside, put the rifle away in its rack, snatch up a toilet kit, "report out" to the "top" and tear across the fields to the train. Remember the figures in O. D. that streamed past the barracks on the day you couldn't get away, all headed in the same direction. And the groaning, swaying W. B. & A., every car packed so tightly that, standing or sitting, you were cushioned against jolts. Or the "special" to Philadelphia which pulled out every Saturday morning. But they were happy days in spite of those discomforts.

Camp Meade on Sunday afternoon in the summertime was worth staying in camp to see. We can't but concede this to the place, even though it was the importations that lent it charm. Every train into camp brought thousands. Automobiles carried thousands more. The crowded streets looked like Fifth Avenue on a balmy spring afternoon and toward dusk, when the crowds began to besiege the station at the "loop," that terminal might have been Grand Central Station.

CHAPTER IV

ON TO FRANCE

THEN came the day, the goal of all the training. The orders were received that started a feverish round of activity with the shibboleth, "On to France." For this the regiment had waited, for this all the drills, the hikes in the Winter's cold, and the rain of Spring. A thrill of excitement ran through the Train. At last they were to do their part and every man resolved that the part would be a large one. Wives and sweethearts bade their soldier lads a tearful farewell, and many an aunt and grandmother shook their heads and prophesied that the boys would never return.

Early on Sunday morning, the 14th of July, 1918, the regiment entrained for Philadelphia, there to board the British transport *Haverford* which was to bear the regiment towards that mystic land across the Atlantic. It was a strange thing how rapidly the word of the departure of the regiment had spread. As some one remarked, the only ones who did not know the particulars of the trip were the men making it. A crowd of thousands were there to give the last greeting to their loved ones. On the pier the men were served with hot coffee and refreshments by the Red Cross, then came the march up the gang plank. It was five o'clock before the start was made; then the lines were cast off, the whistle sounded, and slowly the boat gathered headway. The passage down the river was like a triumphal procession. Every passing steamer tooted its siren and the sound of these rose like the waves of mighty cheers. Excur-

sion boats crowded with returning people were passed and the passengers cheered and waved handkerchiefs and hats. The sun sank lower and lower and darkness blurred the sight of land growing fainter in the distance. Night fell as the ship began to heave with the steady swell of the Atlantic, and a night it was long to be remembered. It was the initiation of what for days to come was to be the regular experience.

The men now had a chance to see the home which was to be theirs for seventeen long days. It was no palatial one by any means. The old *Haverford* previous to the war had been used for transporting cattle and first class passengers. The first class passenger accommodations were comfortable enough but the new "cattle" did not take kindly to their quarters. They yet were to experience that constantly reiterated "40 Hommes or 8 Chevaux" which was to be their common lot in France, and the memory of Camp Meade was still strong in their minds; Camp Meade that, whatever else it may have had, yet boasted of comfortable quarters with spring beds, straw mattresses, electric lights, shower baths, and fine food. It was a great come-down and first impressions are hard to erase. It has since been sufficient to start the air full of sulphurous streaks to mention *Haverford*. And yet when it was thoroughly cleaned up and things rearranged, it was not so bad, even if sometimes the top hammock broke and the occupant came crashing down on top of you, or some hob-nailed shoe plunked you in the middle of the night as the owner of the foot had bad dreams. The food was the worst, and that was largely due to the cooking. The war had drained England's cooking force and those on the old *Haverford* were a long way from finished chefs. The cooking facilities were far from ideal, for a cattle boat has little need for a la carte service. But

little by little conditions began to adjust themselves by dint of much scrubbing, by K. P.'s, etc. And it was surprising what a fervent subject of conversation all these conditions provided. It helped mightily to while the time away. The weather had to take a back seat for the time being.

That voyage will live forever in the minds of the men who made it, and will be told to children's children unto generations to come. To the great majority on board it was their first trip across "the pond" and the constant unchanging horizon of rolling water gave the impression that no progress was being made. With this also, the dark waters held a hidden menace. The imagination pictured its depths filled with lurking U Boats ready at every unguarded moment to send their instruments of death and destruction crashing into the bowels of the sturdy ship and leave its occupants struggling in the briny depths. All the stories of submarine attacks came crowding to mind and the conversations among the groups of men added new details. But it was not fear that held the minds of the 2,000 odd men there, rather it was a curiosity and a hope that something would happen to break the monotony, and it did, as will soon be narrated.

The course laid out took the ship along the coast to Halifax to join the convoy assembling in that port. During the two days and a half occupied by this lap in the journey again and again hydroplanes circled out over the ship, bringing a sense of security with the thought that watchful eyes were searching the depths of the waters for any lurking foe. Then, on the morning of July 17th, the ship steamed into Halifax harbor past the fortifications, the wreck of the steamer, and the demolished waterfront, battered to pieces some weeks before by the terrific explosion of the munitions ship. For two days and an extra

night the ship remained in port, having boat drill practice, and watching the gathering transports silently coming in one by one. At last all was in readiness and on Saturday, July 20th, the *Haverford* in a fleet of twenty-three ships convoyed by a British Battle Cruiser and escorted by a fleet of submarine chasers sailed down the harbor and put to sea. After several hours' journey the escorting fleet turned back and the ships plowed on, guarded by the Battle Cruiser and the gunners on each ship.

The days rolled by with much of a sameness, the nights taken up with more or less sleep, and the days occupied with physical exercises, instruction, etc. But the never to be forgotten features of the trip were the constant recurring drills, submarine drill, fire drill, and boat drill. The shrill sound of the Commanding Officer's siren would sound at all hours of the day and night, which would be repeated by whistles all through the ship, and the sleepy men would tumble out, seize the proper equipment and stumble to their designated place. Secret resolves were made looking to the disappearance of the siren whistle, but all in vain. The value of these drills became apparent when the need actually arose.

It was during this trip that the Train became acquainted with L. McK. Judkins, the Y. M. C. A. man on board. It was his first experience with the troops and he rose nobly to the occasion and endeared himself to all by the service he rendered. Sometime later the men were glad to again meet him at La Courtine.

The first submarine alarm occurred on July 25th, when the fleet was in mid-ocean. The alarm was given from the cruiser, which had sighted a suspicious looking craft on the horizon which appeared like a disguised U Boat. Each boat turned and put on full steam in the opposite direction



COL. WALTER E. PROSSER
First Commanding Officer, to whom the train
owes its start



MAJOR EDWIN M. VAN VOORHEES
Commanding Officer of the Regiment September-
December, 1918



LT.-COL. H. J. MCKENNEY
Commanding Officer January-September 1918



CHAPLAIN ERNEST L. LOOMIS

while the cruiser went over to investigate. The thing which concerned the men of the Train was to observe that, in this race for safety, the old *Haverford* was being steadily outdistanced by the other ships. Fortunately, however, the alarm proved false and the ships resumed their formation mothered by the squat battle cruiser. One surprise was revealed by this alarm. Throughout the previous voyage a small low-built boat had been plowing its way steadily on as a peaceful tanker. She had been called a mystery ship by the boat's crew and great speed was attributed to her. Now, when the cruiser left the fleet to investigate the threatened danger on the horizon, this boat took its place and shot ahead of all others. From this time on the little tanker was watched with an expectancy which was justified by the part she played when the real attack came.

Three days out from England, the early risers looked out across the water and saw shooting here and there, weaving ever in and out, some ten or eleven torpedo destroyers, the greyhounds of the sea. A cheer went up when it was seen that many of these were American and a sense of security settled in every heart. The days were now filled with the final preparations for landing. Men could be seen here and there huddled up in all positions writing the letters to be sent back by the return steamer, and in the dining saloon groups of officers worked until late at night with the censoring, then a new task. And each felt that he must do it with absolute faithfulness. Some of the letters were sadly depleted when they had passed through the mill but most of them did have left the "Dear Mary" at the beginning and the "Your loving Henry" at the end. And many a laugh maker rewarded the hard work of the censor, as when he read in the letter of a soldier lad to his best girl that he wished she could see him taking his bath in the cold shower.

and then followed with a vivid description of his shivering sensations.

Then came the never to be forgotten sub attack, often hoped for and dreaded but now almost forgotten. It was 3:30 o'clock on the afternoon of July 30th in St. George's Channel with only a day to go when it came. The decks were covered with men, many more were below. Down in the dining saloon, the censoring officers pored over strange handwritings and looked with suspicious eyes for all information which would give aid and comfort to the enemy when BOOM! the ship vibrated with the concussion of the exploding depth bomb dropped by one of the destroyers. This had been heard at other times, and, beyond a lifting of the head for a minute, few paid any attention to it. Then BOOM! went another, then another, and still another, until the old ship fairly rattled with the reverberations. That sounded like business. Life belts were flung on in accordance with previous orders and canteen belts quickly adjusted as everyone hurried up the stairs to see the fun. Away to the right could be seen the scudding figures of several destroyers shooting around and dropping depth bombs here and there. On the outside of the convoy, towards the danger point, was the sturdy cruiser and on the stern of the various ships stood the gun crews by their guns ready for action. Then once more the little so-called tanker, the mystery ship of the convoy, took her part and showed her real character. Here, there, and everywhere through the fleet she shot, like a cat watching for the appearance of a mouse. Sections of her side had dropped showing guns cleared for action, and the men cheered her as she passed.

The fleet veered sharply to the left at top speed away from the submarine which had been sighted to starboard and then ran into the second submarine. Accounts vary as

to what actually did happen but the writer gives here the tale as he believes it from the accounts of the ship's officers and from officers on other nearby ships. When the first submarine was sighted on the starboard, the cruiser gave the signal to swing eight points to the port away from the danger. They had swung six points when the second submarine was encountered. This was apparently lying submerged headed towards the course which the fleet had been pursuing and where they would have come but for this signal from the cruiser. The shift in the course brought the outer ship headed directly for the sub and so near to him when he rose to take observations that there was no time for him to either submerge out of the way or turn. The only thing left to escape being rammed was for the sub to shoot forward, which it did. It came by the bow of the first steamer and there nearby was the second. There was no recourse but to keep going and as he came by the bow of the second, there was the *Haverford*. He crossed her bows within 200 feet and started across the open space between the *Haverford* and the *Northland*. Shots were fired from the stern gun of the *Saxonia* in front, bringing the sub partly to the surface, then the gun of the cruiser spoke, sending its message of death across the bow of the *Northland* and making a direct hit on the submarine. A vivid flame shot into the air with a loud explosion. Fragments of metal shot in all directions over the water and then the sea settled down. In front, a British destroyer, which had been heading down towards this spot at full speed, calmly turned about and proceeded in the opposite direction as much as to say, "I am no longer needed there." The fleet resumed its formation and life settled down again to its usual form except for the excited discussion which prevailed regarding the incidents of the battle.

About 2:30 A. M. the following morning another alarm was sounded and the troops lined up on deck in readiness but nothing occurred. After a half-hour's wait, the men were dismissed to their quarters. Whether there really was a submarine no one knows; the gunner on the *Northland* thought he saw one and the alarm was given but no action occurred. Some went back to sleep again, others remained on deck or below chatting until the morning light brought the sight of land. The steamer moved slowly up the river to Liverpool and docked in the afternoon, having been seventeen days on the way.

A six mile hike brought the regiment to Knotty Ash, whose fame has been sung by many tongues. It was the first experience with rest camps and the quietness and rest was a welcome change after the confinement and monotony of the seventeen days' ship life. The sun fortunately was shining and its warmth mellowed every heart. One wished that he might remain here longer and bask in its rays for awhile, but the need for men was urgent in France. Two nights and a day of rest and washing of clothes, then came a day's ride by train through the rolling English farming land towards the south to Romsey, eleven miles from Southampton. Two nights more and the long march to Southampton was undertaken, long and hard to those who had had little exercise for nearly three weeks. At 4:00 in the afternoon the regiment boarded the channel steamer *St. George*. At 5:00 P. M. the start was made. Le Havre was reached early on the morning of August 5th. The officers and men were beginning to become inured to hardship but this voyage brought forth another chorus of groans from tortured humanity. Every inch of space was taken by the seething mass of tired men. They lay packed in elbow to elbow, they slept on baggage and on tables, they leaned

against the side, they slept on top of one another. It was impossible to walk about without stepping on human forms. The same conditions prevailed for the officers. There were but five staterooms on board and these were mostly filled with British and other officers. Less than a half dozen of the Train officers found beds, the balance were told that they could spent the night in the smoking saloon. Nearly every seat there was filled with British officers and their baggage. So the officers of the Train slept on the soft side of the floor, huddled together like sheep in an atmosphere exhausted and filled with tobacco fumes. It was an awful night for all but morning brought relief.

At 8:00 A. M. on the morning of August 5th, the Train debarked and for the first time stepped ashore on the soil of France to help pay back America's debt for the work of Lafayette and the French forces during the days when we were fighting for our independence. The column formed, the word of command was given, and up the streets moved the regiment towards the rest camp where they were to stay that night. One incident of that short march will remain indelibly impressed on the minds of all who heard and witnessed it.

The head of the marching column came opposite a town hall which displayed a large banner with the inscription "Welcome to our Américan Friends." A little group stood waiting and two men stepped forward. Both were old, for France's young men were all in the army. The spokesman was a venerable man with a long flowing white beard. With well chosen words in perfect English he expressed the welcome both of France and the little town where he lived and the appreciation for the aid being rendered by the American forces. As an expression of the friendship of France for America, he laid in the arms of the Commanding Officer,

Lt. Col. H. J. McKenny, a beautiful bouquet of flowers. As this was done, little children passed down the lines of waiting men and handed flowers to all. And each man, as he pinned the flowers in a button hole did so with a better understanding of the courteous character of the people by whose side he was to fight. It was not alone the act, but the simple and beautiful way in which it was done that deepened the impression. Then on up the hill moved the column to the Rest Camp. Here, on the morrow, they were rejoined by Co. G, which had remained at Southampton over night.

Whoever called these camps "Rest Camps" evidently had never visited Le Havre or, if he had, had forgotten it. It was a place of apparently perpetual rain and the clay soil made up almost instantly into sticky, slimy mud which stuck to clothes and shoes with the grip of iron. The troops were placed in conical tents, with no bunks. These would not have been so bad in good weather, but in the constant rain the water trickled down in all directions. The cry went up, "If this be rest, give us work." Fortunately only one night was spent there. At eleven o'clock the following night, the column of men formed silently and marched down to the train to start south.

Now came the split in the Train, which was destined to continue for three months. Companies A and B, with the Mobile Ordnance Repair Shop, were detached and placed under the command of Capt. Geo. M. Cannon, then of Co. A, soon afterwards promoted to the rank of major and placed in command of the Motor Battalion. These three units reported directly to Division Headquarters at Prauthoy and were in all of the action participated in by the division, as also was Co. G, which soon after this was ordered to join these companies. The other units of the Train proceeded

south, first to St. Leomer, then to La Courtine for training with the artillery of the division. This artillery never came up into action, but the balance of the Ammunition Train went forward to the front one week before the armistice, as will be narrated later. The story of the experience of these two groups will form the subject of the next two chapters, the next chapter after that continuing the story of the Train from the time when the two groups are re-united.

In passing it may be of interest to narrate the Train's first experience with the German spy system, which came at Le Havre. Several houses overlooked the camp. From one of these, early in the evening on which the majority of the Train moved south, flashes of light were detected in an upstairs window, which ceased suddenly as a section of the guard came into sight. A close watch was kept, and at 11:00 p. m., when the column began the march towards the train, the flashes began again. Two groups of armed guards under the leadership of Lt. R. S. Prosser and Lt. H. B. Glover, accompanied by French gendarmes, raided the house, forcing an entrance. The house was occupied by a Belgian woman and her family. She was in the upstairs room where the flashes had been seen. The flashes here had ceased, but, leaning out of the window, they saw in the distance some answering flashes. A squad hurried to that spot and found a house fitted with a wireless outfit. Nearby stood two old smoke stacks, upon which the wires were stretched. The occupants of both houses were placed under arrest and turned over to the local French authorities.

CHAPTER V

IN TRAINING WITH THE ARTILLERY

NOW came the first taste of that method of travelling, via the route of "40 hommes or 8 chevaux" which they were to experience as the usual mode of travel in France, but which had previously been unknown to them. There follows a description of this method as written by Sgt. Mgr. R. A. Cook after two of these trips and published at the time in the *Bombshell*, the weekly newspaper of the regiment:

"Probably the one thing that impresses American soldiers in France more than anything else is the method of travelling from one camp to another. When all of us left our home for camp a year ago, we were transported by modern, all-steel American coaches; when we left camp to embark for this side we used, if not all-steel, then pretty fair wood coaches, but coaches, nevertheless, and then to hit this side and have to use the old family box car is a come down, to say the least! Of course, so far we have no kick with these side door Pullmans (which is an American term, as you all know, and has come with us). Our first trip was the worst, so far, as it required a night's sleep in the cars; the second was only a day's ride and, while we had to keep well huddled, we got away with it all right.

"If only the French cars were as large and heavy as the American 'Pullmans.' There never was a car that bounced more over the rails than the French box cars. They are light in weight and the result is that they fairly burn through space. Accompanied by the 'female' screeches of

the engine whistle, which are frequent and always used to indicate the entrance to a tunnel, one has to look out frequently to see whether the train is actually travelling at the 100 miles per hour rate it seems to be. We look upon the future with misgivings for, verily, the Fall is with us and soon will come Old Man Winter and then we wonder how comfortable (?) these same Pullmans will be! Perhaps they will furnish us with straw. If they do, those of us who have good memories will let their minds stray back to the days of horse cars in the states when the same method of heating was used. The Sanitary Detachment should have a lot of work to do after the Ammunition Train takes a long ride under these conditions. Why don't some men be more careful when they cut their bread, eat the "Bully Beef" and spread their jam? Will we be able to use a regular Pullman again when we get back, or will we complain that it has no side door for one's feet to hang from?"

The train pulled slowly out of the Le Havre station in the dead of night, and with more or less intermittent stops, made its way south. In the camp at Le Havre remained the detached companies, whose story will be told in the next chapter. The course of the train took the regiment over much historic ground. They passed through Rouen, the town where Joan of Arc was burned at the stake, and Le Mans, which a few months later was to be the Mecca for the troops returning homeward bound. They skirted Tours, the headquarters of the S. O. S. and the city to which in the Franco-Prussian War of 1870 the patriot Gambetta had fled to organize the armies of France after his sensational escape in a balloon from besieged Paris. From Tours the course led to Poitiers near the battlefield where in 732 A. D. the destiny of Europe was decided when Charles Martel, the grandfather of Charlemagne, met and hurled back the

advancing Saracen forces who bade fair to over-run all Europe and crush out its Christian religion.

After a thirty-six hour ride on the train, the regiment detrained at Montmorrillon, some thirty miles southeast of Poitiers. A march of nine miles in the burning sunlight brought the regiment to its camp, which was to be their home for a month. It was on the edge of the little town of St. Leomer, which was so small as not to appear on the map. An open field surrounded by hedges, a part of the estate of the Count Cardonne, formed the camp site. For houses there were the shelter tents of the men, for mattresses, the bed sacks more or less filled with straw, for beds, the soil of Mother Earth, for a bathhouse, a stream of cold water flowing by the side of the camp. On the sloping ground above the stream were stretched the tarpaulins covering the kitchens. These kitchens gave forth good wholesome food three times a day. During the month spent here, there was hardly a cloud in the skies. It was a season of perpetual sunshine, and it was good to look back upon in the long winter months of almost ceaseless rain which followed.

Here for a month was heard the yell of the corporal's "Squads east" and "Squads west" with all the hikes, the lectures, and the manœuvres which accompany intensive military training, for it must be remembered that a large part of the men composing the regiment at this time were new men who had come in as replacements just before the regiment left the states and most of these had not obtained even the preliminary military training. When the month's training was over, the companies could march and manœuver with the snap and precision of veterans.

This was a new area to American soldiers and not fitted with the comforts of the older camps. There were little

facilities for entertainment and recreation. There was not even a complete baseball outfit in the Train and games were played with clubs for bats. Writing materials were scarce and hard to secure and news of the current events still harder. The Chaplain made a trip to Tours and laid the situation before the Regional Y. M. C. A. Office there. Hearty co-operation was given and all possible done to relieve the situation, although little could be done along the permanent line pending the settlement of the question whether the area would become a permanent training area. A trunk full of writing paper, envelopes, baseball supplies, etc., was brought back and a portable moving picture machine with films sent down. The theatre was an open field, the screen stretched on trees bordering the bank of the stream, with the ground for seats, but it meant much after the long period with no entertainment. Not the least delighted part of the audience were the town's people whose exclamations of joy brought many a laugh to the lips of the Americans to whom this sight was no novelty.

During the stay at St. Leomer the first death occurred in the regiment and sadly enough by accident. A group were spending a few hours' outing by the side of a little lake. Several were in bathing and one unable to swim went beyond his depth and drowned before assistance could reach him. This was Pvt. Ernest J. Parsons of the Hdqrs. Det. Horsed Bn. He was sadly laid to rest by his comrades with full military honors in the little village cemetery at Montmorrillon.

But withal the days passed quickly. Then came the orders to move, and on Sept. 1, 1918, camp was struck and the regiment marched to Montmorrillon, where the night was spent, boarding the train in the morning for La Courte, Creuse. The regiment reached there at night. Some-

one had forgotten that the Ammunition Train was coming and a delay ensued as the men stood waiting at the depot in the pouring rain which from now on was to be perpetual through the fall and winter months. Another article from the pen of Sgt. Mgr. Cook, describing the arrival at this camp, is reproduced from the *Bombshell*:

"Very often there is a slip 'tween the cup and lip: very often, we say. After our pleasant ride to this camp, plus the nice things we heard about the camp, that we were to be housed in stone barracks and have other accommodations for which we yearned, we had to have our pleasant dreams interfered with by the ending of the train ride and the remainder of the journey to these same barracks. Just why we had to run into the rain storm, we'll never know, but we waited and waited at the station, after detraining, while the skies sputtered lightning and rolled with thunder.

"With regard to supper, which was the subject uppermost in our minds, our visions ran to something, we knew not what, that would be hot—our hopes of course being for things that would be unmentionable in the army.

"Then we started to march for that very meal; we even encountered the trench near the road without fear and without light, we stacked our "pieces," we took our mess kits and we started again, back across the same trench, up the hill, while it thundered as before and the streaks of lightning gave us an idea of where we were walking.

"Reaching the kitchens, we lined up, held out our pans and had them filled (with what we knew not), and sneaked off to eat it and then found the pan contained BEANS. How the young soldiers did wail and gnash their teeth—but the pans were emptied rapidly and the coffee was good and hot and the fact that the train was made up of good soldiers

was proved by the manner in which the men complained of their "chow" and ate it.

"Then for the hike to the barracks, and bed. Some said we would have to cover five kilometers and others two. But it was some walk, nevertheless. Not that it was long, for it could not have exceeded thirty-five minutes, but a walk, even of that length, with full pack, in a driving rain, along the sides of a mountain, so dark that you couldn't see your file leader, was no joke. The farther we walked the wetter we got—but we conquered.

"A light gleamed out and shortly we saw barracks and knew that we had reached our haven. We weren't long in picking out a place to sleep and no bugle blew first call the next morning. That accounts for so many men going to breakfast that morning at the unearthly late hour of 8:00 o'clock."

A stay of nearly two months was made at La Courtine, with constant training, part of which included the hauling of ammunition to the guns of the artillery brigade which was in training on the range here.

At the very beginning of this time, Lt. Col. H. J. McKenny, who up until then had been the Commanding Officer, was transferred to the Infantry, then preparing to go into action in the Argonne, and the command of the regiment devolved upon Major Edwin M. VanVoorhees, who had been transferred to the regiment two days before leaving the States and placed in command of the Motor Battalion. Major VanVoorhees remained in command until December.

Several things stand out of the round of routine at La Courtine. One was the epidemic of Spanish Influenza which broke out there. It started first with the Ammunition Train and turned every barracks into a hospital. Each company

set aside isolation rooms and every effort was put forth by the medical force to stay its spread. At one time more than 150 members of the Train were incapacitated by its ravages. Fortunately, however, it did not take a dangerous form in the Train and no death occurred in the regiment.

It was at La Courtine that the *Bombshell* came into being. This was the weekly regimental newspaper which started very humbly but gradually grew both in size and scope and various problems of production and composition were solved. It was published in the Chaplain's Office on a Multi-graph machine. Sgt. McSherry of Motor Battalion Headquarters for a considerable period served as field editor. The printing force for several months included Pvt. Fred. Marble of Co. C, and Pvt. H. C. Sheridan of Co. E. Later on Sgt. Wm. T. Nell and Pvt. Seymour Benson of Co. G carried on this work. Indeed, a large number aided in its production as writers, reporters, editors, etc. Much of its success also was due to the co-operation and interest taken by the Commanding Officer, Major VanVoorhees.

La Courtine also will be remembered for the development of the Fife and Drum Corps and the Minstrels. It was here also that the Train celebrated its first anniversary.

Stirring news came repeatedly from the front of the progress made by the American army and its allies and the hearts of all longed to be there. The fear was expressed that, after all, the regiment would not reach there in time to share in the great victory which everyone believed was sure to come. At last came the long hoped for order and with wildly beating hearts everyone hurried with the preparations. The Ammunition Train was at first scheduled to go at the end of the Artillery Brigade, but fortunately at the last moment the plan was changed and the Train went first. Fortunately, I say, because otherwise the regiment would never

have seen action, for the war was over before the Artillery arrived.

We leave here a few moments the story of this trip to the front to narrate the experiences of the three companies at the front. Two of these as you will recall were detached from the Train at Le Havre and the third was ordered to join them some time later from St. Leomer. This story will be told by Parker R. Skinner, a lieutenant of Co. G, later promoted to captain and given command of the company.

CHAPTER VI

THE THREE COMPANIES AT THE FRONT

THE complete history of Companies A, B, and G in action will never be written. The cold concrete facts, such as "Ammunition dumps were established at 27.3-48.2 and at 64.5-50.4, and 25 trucks sent to Lemmes for small arms ammunition on such and such a date," can be set down and made a matter of record.

However, the intimate personal history of those long, lonely trips on trucks through devastated and shell-torn country; the midnight marches through the rain and amid the bursting shells; the blocked traffic on the exposed road, where the groans of the wounded and dying mingled with the hum of motors and the clank of trace chains; the lonely vigil on the dump, where a night's sleep was impossible because of bursting shells and gas alarms, will never be adequately described with the pen. Such things are only fully recorded in the memories of those who have experienced them.

Companies A and B were separated from the major portion of the Train at Le Havre and, instead of going to Montmorrillon with the artillery, were sent up to the tenth training area to join the infantry brigades of the division. The detachment was placed under the command of Major George Cannon. The other officers accompanying it were Capt. W. L. Hitt, Lt. R. S. Prosser, Lt. H. B. Charos, and Lt. H. B. Glover.

The companies left Le Havre August 8th and arrived at

Maatz Sunday, August 11th, at about nine o'clock in the morning. Here they were met by Lt. Parker R. Skinner, who was then on detached service as a division billeting officer, and he guided the detachment to Rivieres-le-Bois, where it was installed in more or less comfortable billets.

Rivieres-le-Bois is a picturesque French village located on a high hill in the northern part of the Tenth American Training area. That hill still lingers in the memory of all who had to climb it from the rifle range in the torrid August heat. The work at Rivieres-le-Bois consisted of close order drills and rifle practice. Rivieres-le-Bois had never before been occupied by American troops and the men of the Train met with most courteous treatment from the inhabitants.

On August 20th, Co. G received orders to join Companies A and B, and it arrived in Maatz August 30th and joined Major Cannon's detachment the same date. The company at this time was commanded by Capt. Thomas H. Nimick. Lt. Parker R. Skinner and Lt. John F. Choate were the other officers.

September 7th orders came for another move and on September 9th the detachment left Rivieres-le-Bois and entrained at Maatz. It arrived in Revigny at 2 A. M. Sept. 10th, and at once began to detrain in the pouring rain. Few who were there will ever forget the rain, the mud, the darkness, the crowded key, and the long march to Lisle en Rigault, where the companies were finally billeted.

The stay at Lisle en Rignault was a short one. Orders were received for the division to move on up towards the front and September 14th the detachment packed up and awaited truck transportation. There was a suppressed flutter of excitement among the men, for all knew that new and strange experiences were about to be encountered. At last the trucks came, but it was well after two o'clock on

the morning of the 15th before the detachment got away from Lisle en Rigault. The ride that morning created a new sensation; for, as the convoy drew nearer the scene of action, the distant booming of the big guns proclaimed that deadly warfare was being waged within a few miles. At last the trucks reached a point on the road opposite the Bois de Brocourt and were there unloaded and the men hustled into the wood, for the Commanding Officer had been warned of the danger of aerial observation. The night and the following day were spent in the woods. The evening of Sept. 16th gave the Ammunition Train its first taste of real warfare. The 304th Supply Train had just brought its trucks to the edge of the wood. They came under the observation of an enemy aeroplane bomber and he dropped a few souvenirs. His aim was bad, but all learned that they were now in the theatre of war and that all precautions should be taken from that time on.

The same evening the detachment moved on up to the Bois de Bethlainville, above Dombasle. Here preparations were made for active participation in the war. The men were quartered in old dugouts. The trucks, which had lately been issued to Companies A and B, were camouflaged with the branches of trees. The darkness of the forest at night, the ever present supply of mud, the frequent gas alarms, the active preparations of the artillery in the neighborhood, the long truck drives to Lemmes and other rail heads for ammunition, are things connected with the next few days which will never be forgotten. Anyone who has taken one of those truck trips to the front on a dark night must take off his hat to the army truck driver. Without lights, in the pitch darkness, on shell torn roads completely filled with animals and vehicles, he guides his truck to the dumps and



TRAIN HEADQUARTERS AT THIERVILLE, just outside of
Verdun



FULL VIEW OF THE SHACK OPPOSITE DUGNY in which
were billeted Captain Hilt and Prosser,
Sergeants Boyd and Lenny, Corporals
Magee and Weber of Company B.



CHAPLAIN E. L. LOOMIS (standing)
Conducting religious service on boat coming home. Note
organist with life preserver

returns for more supplies. Even the "doughboy" must share a few honors with him.

Here it was that the dreaded Spanish Influenza struck the detachment. Each day great numbers of men were evacuated to the hospital. Twenty-six were lost from one company alone in three days. Not only was the enlisted personnel of the detachment affected, but the strength of the commissioned officer staff was greatly reduced by the same cause. At one time Major Cannon and Lt. Skinner were the only officers with the three companies, and the Commanding Officer, himself, took out a number of ammunition convoys. The situation was much relieved by the return of Lt. Choate from the hospital early in the celebrated Meuse-Argonne offensive and the return of Lt. Charos and Lt. Glover in the midst of the activities.

On September 25th Companies A and B moved to Jouey to be nearer the railheads from which ammunition was obtained and Company G was left alone in the woods.

Now came the never to be forgotten night of Sept. 25-26, the opening of the great Meuse-Argonne offensive. Darkness, an occasional gas alarm, suppressed excitement everywhere behind the guns and then—10:00 o'clock. The greatest artillery bombardment the world had known was on. Everywhere in the forests and on hillsides the great French and American guns belched forth. It seemed as if all the guns in the world had been concentrated in one small circle and that circle immediately surrounding you. To plod along in the darkness and to have a great French naval gun unexpectedly crash and send its deadly missle from the bushes near at hand is an experience never to be forgotten. Ask any man of Company G about the power of "Eslie Janis'" voice, as they heard it that night, and see what he

says. This night was a particularly memorable one for Company G, for they moved on up the road to Camp de Civils during this bombardment.

During the early days of the Meuse-Argonne-Montfaucon offensive the work of the detachment was arduous and varied. Night after night the trucks went up with ammunition. A number of them were tied up for many long hours on the Malancourt road at the time of the awful block of traffic on this highway of supply. Meanwhile Co. G. was performing its first active service in running a 40 c. m. mule drawn railroad, until one end of it was blown up by enemy shells, in helping build a road across No Man's Land for the tanks, and in transporting food and supplies up to the front by means of a large number of burros which had been turned over to them by the French. A more detailed account of these days can be found in the company histories of Co. A, B, and G, and the Ordnance Detachment.

At the beginning of October, the 79th Division was relieved and the Ammunition Train Companies moved back on October 4th to Camp Monthairons in the woods north-east of Souilly. The men of A and B moved down in trucks. The men of Company G hiked until late in the evening when the trucks, returning, picked them up and carried them on to their destination.

The time in Camp Monthairons was spent mostly in resting after the strenuous work in the Argonne. However, the truck drivers were often called upon to make long trips, as the division was preparing to go in on the Troyon sector. Camp Monthairons will be chiefly remembered for its mud and dark nights.

October 11th the whole detachment was moved in trucks to Ambly, a small town near the Meuse, south of Verdun. Here more or less comfortable billets were obtained and a

rather quiet and uneventful two weeks were spent. Of course the trucks were often called upon for service, but the great majority of the men were entertained by "Squads east" and "Squads west."

Meanwhile the division was preparing to go in on the Meuse sector and the Ammunition Train detachment was again moved to be nearer the scene of action. Company G went into the old French barracks in the Bois Sec, while the truck companies were located nearby, just across the river from Dugny and within a few kilometers of Verdun.

Once more the trucks were sent flying to carry up ammunition, as the division was again going into action. Night after night large convoys wended their way up towards the front with ammunition of all kinds and descriptions. Co. G, being without adequate transportation equipment, sent out details to guard and do the necessary work at the various dumps. Twenty men under Sgt. Wilkinson were in Verdun nearly a month on duty at the Victor Ammunition Dump, and smaller details under Sgts. Lonabaugh and Frame were sent to the divisional dumps at Samogneux and Brabant. None of the duties which the men of the detachment were called upon to do at this time was child's play. The whole region north of Verdun was rapidly becoming the scene of most active warfare. Great high explosive shells, gas shells, etc., made the road from Verdun north through Samogneux, Brabant, and on up the road a very exciting thoroughfare.

On November 2nd the remainder of Co. G was attached to the 304th Engineers and moved up to Regneville and went into camp in the bushes on top of the hill near that place. Here, in the mud and rain, in constant danger from bursting shells and gas, the men worked with the Engineers in "making little ones out of big ones." Later Companies C, D, E and F joined Co. G in similar work.

CHAPTER VII

THE WHOLE REGIMENT AT THE FRONT

THERE came the day when the two parts of the regiment came back together again, continuing their identity until that day when, landing in the United States, they split into the various groups going to the demobilization camps.

At La Courtine, the regiment boarded the train on Friday morning, November 1st, for the front. Then followed two days and a half of travelling via the old route of "40 hommes or 8 chevaux" which carried them steadily on towards the place of action which was the goal of every thought. About 8:00 P. M. Sunday evening, November 3rd, they detrained at Dugny, close to Verdun.

The details of the trip up varied little from the other trips which had been made. It was a round of eating the common "corned willy," of sleeping intermittently, and of watching the scenery sometimes moving by and sometimes standing still. The imagination can fill in the details. One feat was carried out on the trip up which was unique and as far as known has never been undertaken by any other outfit moving to the front. This consisted of the publication enroute of one edition of the *Bombshell*. The printing press and equipment was set up in one end of a box car, the other end of which was piled high with field ranges and organization property. Here the printing force lived and worked. It was a trying experience and the typesetting could only be done on ten minute shifts because of the strain

on the eyes. The composing frames were held on the table with one hand while with the other the type was picked out with the composing fork. One or two flat wheels on the car did not improve matters any. Once the entire composing frame crashed on to the floor but fortunately did not break. The working space was limited and with none too much light, but little by little the paper began to take shape and the final page was printed and the paper distributed through the train an hour or two before reaching the station where the troops would get off. The sight of the operation proved a never failing source of wonder to the civilian population along the line of travel, who would crowd around the door of the car at the various stops with eager questions and then turn away shaking their heads as much as to say, "What will those crazy Yankees do next?" A few miles outside of Dugny a stop was made near an American camp. Here were German prisoners under guard loading and unloading cars. One of the papers fresh from the press was given to the American guard. The prisoners crowded around and looked at it in amazement. What they thought is not known.

Slowly the train pulled alongside of the loading key at the Dugny railhead. It was pitch dark. The grounds and platform were already well filled with equipment from other organizations. The rain fell in sheets. But few lights showed. No one seemed to know which way to go. Then out of the darkness and storm came the forms of Major Cannon and other officers from the three companies which had been there at the front and a warm greeting was accorded them. A few questions brought the information that Companies A and B with the Ordnance Detachment were quartered a mile or two away across the canal. No more room was available there, but energetic scurrying around

located temporary shelter for the night. Some slept in a low barracks building, many others in an old church which had been more or less shot to pieces. Others crawled into a shed, and some, they say, slept on the slabs in the graveyard undisturbed by ghosts, though no one knows how many uneasy dreams they had. The officers slept in an attic in the building occupied by Division headquarters.

Morning dawned and the eyes of the waking men looked curiously and moodily around. So this was the front. They saw a small village. Most of the houses were still standing, but many had fallen roofs or gaping walls. A few civilians were to be seen, but only a few, while on every hand one saw soldiers and equipment. And the mud! They had seen mud before and thought they knew it, but now they knew that they had still to learn the content of that little word of three letters. Opinion seemed to be equally divided whether trucks or motor boats were needed. All this furnished a good deal of amusement to the members of the companies which had become hardened to this, and many a laugh was had at the expense of the incoming men, and taken in more or less good humor.

Morning brought also the question of what was to be done. They could not stay in Dugny, which was already crowded and becoming more so with the constant incoming stream of men and supplies. They did not have equipment for ammunition hauling and that was being taken care of in other ways. It seemed a question of getting somewhere under cover until the equipment could be secured. Quarters proved available in the woods at Balecourt, and thither the regiment marched in the afternoon, leaving a guard on the organization property piled near the unloading key.

The march out was featured by one event, the sight of an observation balloon being shot down in flames. It was a

new experience to these beholders and held all the thrills of the novelty of war. In the distance too could be heard the dull sound of the heavy guns hurling their missles of death towards the German lines.

Balecourt was reached in the evening. If the men thought there was mud at Dugny, they now were disillusioned. They were certain that they never had seen real mud before. Half way to the knees in this they plowed from barracks to barracks that night carrying equipment. Some had supper, many did not, but worn out and discouraged they rolled in their blankets and went to sleep. Overhead, on one or two occasions, was heard the drone of passing aeroplanes, whether American or German no one knew, but all lights were extinguished as a precaution.

Morning came and a hot breakfast and it was surprising how much brighter the world seemed after that. The conditions were far from ideal, but this was war. They were there for a purpose and they wanted to carry out that purpose. The Hun was still to be crushed, and every man wanted to help do the job and do it quickly.

They talked of trucks and horses: they wondered how long it would be before they came. Then came the orders. The trucks changed to picks and the horses to shovels. What freak was this, a self-respecting Ammunition Train made a labor battalion: those trained to manoeuvre trucks over shell shot roads or to groom horses by numbers now to learn the intricacies of making "little ones out of big ones." But they were good soldiers. This was war. They were there to do their bit, whatever that might mean. There was already enough ammunition being hauled by the companies already there to fill the needs. Back of the advancing lines on that famous sector "north of Verdun" the engineers were hard put to keep the roads in passable condition

for the never ending stream of trucks and men passing back and forth. They were calling frantically for aid. Here was the need for men; at Balcicourt were 800 men not needed for the more technical work for which they had been trained. Accordingly these 800 men were ordered up for road work.

The orders came in the afternoon, packs were rolled, the column formed and the march began at 6:00 p. m. It was already dark. Then through the long hours of that November night they moved forward, plowing through the mud and stumbling over the uneven places in the road. Ahead the guns bellowed, on either side they passed broken and crumbling houses and farther on, the confused tangle of barbed wire, old trenches, gun emplacements, and dugouts filled with men. That night of horror will ever remain in the minds of the men who made the march. The value of the previous months of constant physical training, marches, drills, etc., now was apparent. The packs weighed down like lead, the feet slipped and slid in the mud, but ever on they pressed to their destination. A stop for supper was made at Thierville, then the march resumed. The men were divided into several groups over a long stretch of territory. The farthest marching group did not reach their destination above Samogneux until nearly 5:00 a. m. after a detour caused by the shelling of the main road. They had hardly reached their destination before a gas alarm was sounded. The mask of one lieutenant refused to work and, rushing for a dugout, he fell headlong into a shell hole in the darkness. There were, however, no casualties, and many a laugh has been sprung since of some of the happenings of that never-to-be-forgotten night.

Train headquarters was established at Dugny, near Division Headquarters. Companies A and B were located on the edge of the town, across the canal. Their trucks were

in constant operation hauling the food for the 75's and 155's which were hammering the German lines. Co. G had been on road work for more than a week previous to the coming of the main Train, and after a strenuous period of work in the Argonne as has already been narrated in the preceding chapter. Companies C, D, E, F, and the smaller headquarters detachments, except Train Headquarters, were split into the various groups on road work and attached to the 304th Engineers. Soon afterwards, Train Headquarters moved to Thierville, on the edge of Verdun. Companies A and B also moved to the same place. Co. C moved a little above Samogneux, joining Co. F which had been there from the first; Co. E was across the river beyond Regneville, and soon Co. D moved to the hillside below Haumont, where they were joined by Co. G, which previously had been near Regneville. These places remained the locations of the various companies until a few days before Christmas when the regiment moved to Ecurey, as will be narrated later.

During this period the group at Thierville were living in French houses, more or less ruined by shell fire, which had been patched up for occupancy with true Yankee ingenuity. The other groups were living in dugouts of all manner and description. It is a marvel what can be done by patience, perseverance, and ingenuity in providing comforts in the midst of the most dreary and barren surroundings. When the time came to move veritable little cities stood on the spots occupied by the troops. Some of the shacks were built of corrugated iron, some of boards, some of dirt. Some were below ground and some above. But everyone had a stove and more or less of the "comforts of home."

The German line was beginning to go back slowly and then in a few days rapidly. The field and woods were filled

with dead bodies, French, American, and German, many of whom had lain there for weeks unburied. Attempts had been made to reach them, but the burial parties had been driven back. The fighting on this line was of the most desperate character and the Germans were not taking any chances that the burial parties might be assaulting parties. And so the bodies had lain there. Now, as the line went back, these bodies were accessible and the burial work was begun and pressed with double vigor after the cessation of hostilities. Co. D moved at this time to the slope below Haumont in Death Valley and worked under the direction of Chaplain Loomis of the Train and Chaplain Kleiser of the 304th Engineers, cleaning up the section around Hill 360 and the Bois de Haumont. Over 400 bodies were buried in this section. Co. F worked in the neighborhood of Brabant under the direction of the Divisional chaplain, and buried large numbers.

It was a heart-rending task. The bodies were in all stages of decomposition and many were shot to pieces. The ground was broken and shattered into uneven sections with shell holes almost overlapping each other. The woods were a confused tangle almost impassable. Every foot of ground must be carefully searched and the dead gathered into groups. This frequently involved a carry of a half mile on stretchers. The bodies must be searched for valuables and personal effects to be forwarded back to the relatives at home. The bodies must be searched also for identification. Occasionally tags had been shot away or removed and identification must be secured through letters or marks on clothing or equipment. The graves must be dug in a soil so sticky and heavy with clay that it clung tenaciously to the shovels and wearied the muscles of the toiling men without much progress being made. But for one long week the work went on until the area was cleared of dead bodies.

This work began on the morning of the armistice. All morning long the guns hammered away in one unbroken din, firing as rapidly as they could be loaded and discharged. Various rumors floated around of a coming armistice, but no one seemed to know definitely. Eleven o'clock came and that stillness which no one will ever forget. We give below the description of this event as it came from the able pen of Capt. David C. Gibson, the Train's supply officer, and published in the *Bombshell*:

"Mud—fog—cold.

"Such was the setting before which we saw the curtain drop on the World War—the greatest day in the history of the world. Not much to enthuse over in an impenetrable curtain of fog. A sea of oozy mud, beaten into a slush on the arteries of traffic leading up to the front, and a cold, raw atmosphere that pierced even the government woolens. Such was the setting up to eleven o'clock on that eleventh day of November. Then even the heavens seemed to realize the tremendous significance of the day and hour. Slowly the mist faded away, the wind carried off the clouds and by night the stars were gleaming down on an immense battle-field, transformed. The gods must have witnessed a strange sight. The celebration was limited to means of expression offered by the implements of modern warfare. Flares, rockets, star-shells and flaming signal lights were reflected in the sky for miles around. Pistols and the big "heavies" replaced the shouting that must have been heard half way across the Atlantic from the States. Troop movements, begun under orders issued in contemplation of the signing of the armistice, were under way—movements that contrasted in their regularity and orderliness with the frenzied crowds that gave vent to their joy in impromptu parades in the cities and towns we left to come across.

"The French, ever optimistic thru more than four years of war, were the first to presage the end. And they were the first to pull out. At five minutes past eleven a battery of blue-clad defenders of Verdun were on their way back, their backs turned forever on the big guns they had manned. With an "au revoir; la guerre est fini," they disappeared into the mist while a battery of Yanks on their flank looked on in surprise.

"Back along the main road leading to our front, just west of Verdun, up into Death Valley, and on towards Brabant, Consenvoye and Etraye, up towards Montmedy, Stenay and the famed Sedan, that afternoon the Stars and Stripes, the tricolor of France and the flag of Great Britain were floating. During the fighting not a flag had been in evidence. After the eleventh hour, however, they were unfurled. A regimental headquarters flung the American standard to the breeze; in front of a first aid station "Old Glory" flapped high and dry above the splattering mud that passing camions showered on the flagstaff; passing automobiles lent their contributions by French, British, and American flags on the radiator; papier mache balloons, pennants and streamers were strung along and across the road all the way back, breaking the monotony of the dull, mud-colored camouflage that lined the highway against aerial observation. Big, lumbering trucks, motorcars speeding officers on important missions, motorcycles and mounts bearing orderlies, plus the decorations, made the road resemble Fifth Avenue after a big football game in tone. However, the stretch of guns along the road, under cover of the same hills that protected the roads; the road itself, full of shell holes and ruts, and the hills, dotted with dugouts and shell craters, spilled any idea of New York City."

CHAPTER VIII

APRES LA GUERRE

FOR more than a month after the armistice the companies remained in the same places, the companies at Thierville operating the Quads and F. W. D.'s, the companies attached to the engineers working on the roads and policing up the area. Life during the week was a constant round of work, eating, and sleep. On Sundays services were conducted by the Chaplain. These were almost always in the open air. One officer remarked that there was, to him, something impressive about the thought of religious services on the old hills which were cut and torn by trenches and shell holes and which had run red with the blood of the thousands who had died there during the four long years of fighting which had raged heavily around that famous section.

The chief diversion during this period was OLD MAN RUMOR. The war over and the great task accomplished, every heart longed for the homes across the sea which they had come to protect. The two burning questions were "Is there any mail?" and "When are we going home?" The wildest rumors spread and lodged in fertile soil. Dates were set and changed over night. It all seems very laughable now, but it was serious then and it is difficult to know whether to call Old Man Rumor a friend or a foe. Certain it is that he furnished an unending source of mental activity in a period when there was no other diversion.

Christmas drew near with the prospect of a winter spent

in France. The division expected to go forward to the border of Luxemburg in reserve. With the thought of getting the regiment together into more comfortable winter quarters the orders were given to move to Ecurey, a little town near Damvillers where the fighting stopped on the day of the Armistice. Lt. Col. F. T. Burt of the 315th Infantry was now temporarily in command. The move was made on the Saturday before Christmas, Dec. 21st, in order that the regiment might be located before Christmas. A great deal of cleaning was necessary in the town, but the place offered the prospect of comfortable winter quarters when this was done. The houses were nearly all intact. There were plenty of stoves and bunks. There was a shower bath plant which was put into operation after some repairs. Altogether the outlook was not so discouraging. But the stay was brief. Orders came that the area must be evacuated and the division move south of Verdun to the Souilly area, so accordingly, six days after the move to Ecurey, the Ammunition Train marched back over the same route again to Verdun and on to Souilly. Of this we will speak in a moment. Let us pause to tell of this Christmas, spent in the little village of Ecurey. It was probably the first Christmas away from home to many there and it was but natural that there should be many lonely hearts. But they were there. They could not be home and they were glad that they had had the opportunity of sharing in the accomplished task. So everyone determined to make the best of the day.

A religious service was conducted in the morning by the Chaplain in the little village church. The windows were shattered and one gaping hole appeared in the steeple where a shell had penetrated, but the interior was still intact and the pews in place. The place was packed with soldiers, among whom appeared the figures of the few townspeople

still remaining in the village. At noon came the dinner, the regular government ration supplemented with whatever extras it had been possible to secure. At 3:00 in the afternoon the men gathered on the hillside above the village for the Christmas tree. Some forty-five civilians had remained in the village during the years of war, prisoners in the German hands. These were invited also. On both sides of the tree were lines of tables piled with chocolate, cookies, candy, tobacco, and cigarettes, the Christmas gift of the Y. M. C. A. In front of the tree was another table with gifts for the civilian population, French jam and cookies for the women and girls, and cookies and cigarettes for the men, with two dolls for the little tots. These were presented first and many were the exclamations of delight from the grateful French people, only recently released from German control, to whom these simple gifts were luxuries. A murmur of delight went through the ranks of waiting men at the expression on the face of the little two year old when she clasped her doll in her arms. Then came rapid work as the other gifts were distributed. The day brought many tender memories to these hearts far from homes and many lonely thoughts, but it will be a day which will remain treasured in memory.

Two days later the regiment started on its march to Souilly. The first day's march covered about twenty miles. The day was cold and snappy in the morning, turning to rain in the late afternoon just before the night's stopping place was reached. The night was spent in Belleville on the edge of Verdun in some French barracks just vacated by Russians returned from German prison camps. The morning came. A fine drizzle of rain was falling as the troops began the last lap of their journey, increasing in volume and force as the day wore on and with a rising wind.

Straight into this the column marched, facing the wind and rain. No raincoats could stand that test, even the trench coats of the officers leaked, and when at last camp was reached at Souilly, every man was soaked to the skin. The sleeping quarters that first night were insufficient and no fires available. There was no change of clothing. It is a proof of the endurance and physical health of the men that comparatively few were ill as a result of this exposure. If ever hot chocolate looked good, it did that night, and the chocolate line at the Y. M. C. A. hut was filled to overflowing with a wet frozen lot of men.

In a few days readjustments were made, extra barracks secured, and kitchens well started, and, little by little, Souilly came to be almost a place of luxury in comparison with the dugouts occupied for those weeks north of Verdun.

The barracks were of wood, with floors, and every man had a bunk. There were stoves, electric lights, shower baths, and, eventually, mess halls. There was a well stocked Y. M. C. A. canteen, where the men could purchase most of the comforts they desired. This camp remained the home of the Ammunition Train for three months, the longest stay made at any one place since they had left Camp Meade.

Several things are connected with this stay. Within a few days after the arrival of the train, the regimental Recreation Hall was opened. A continuous program of entertainment was maintained here, four to six nights a week, which helped to provide wholesome diversion and recreation. The building at first was but an unfinished barracks with no floor, standing in a field of mud and with thick mud on the floor. This was thoroughly drained and the floor covered with cinders and gravel. A large stage was put in one end and benches seating 500 men filled the

hall. Electric lights, dressing rooms, stage scenery, suspended moving picture platform, etc., were added, making a comfortable hall.

Athletics were strongly emphasized during this period and developed, first under the direction of Lt. Joseph A. Thomas, then, after his departure for a University, by Lt. E. A. (Chick) Hannon. Both of these officers were all round athletes and under their direction the Ammunition Train came to be recognized in the realm of sports. They carried off the championship honors of the Division, in both soccer and football, and lost out on obtaining the championship in basketball by the narrow margin of one game. The baseball season was just opening when there came the orders to move, and then the moves came so frequently that there was little opportunity to play, but without question the Train would have put up a hard scrap for the title in the national game. They gave a proof of their mettle when at the base port waiting to sail, the officers of the Train won a decisive victory over the officers at Division Headquarters. Much strong material was waiting for use in the Company and Regimental teams, and several victories were won in hard games at Nantes.

In connection with the Recreation work at Souilly a Regimental orchestra was developed, which proved to be an excellent orchestra. It was slow in developing because of the shortage of suitable music, instruments, and personnel, but eventually made good. A show troupe was also developed, which had just begun to tour the Division circuit when the movement was made to the base port for sailing.

In the very beginning of the stay at Souilly, Lt. Col. E. P. Walser became the Commanding Officer of the Regiment, and continued as such until the Regiment was disbanded in Amer-

ica. He endeared himself to all during this time by his fine spirit and his constant thought for the welfare of the men under his command.

During this time Co. E was on detached service at Division Headquarters. Capt. Belt acted as Camp Commandant, and the Company had charge of the fire protection, sanitation, policing, etc., of the Headquarters camp.

This was a period also when the ranks of the Train were very much depleted by the numbers going away to universities and schools, as well as the details for all purposes, many of which took the men away from their organizations on special duty. At one time only about 550 men were available for active duty with the Regiment out of a total strength of nearly 1,100. This threw an increased strain on the men remaining, particularly in the truck Companies. One example showing the strain of this may be cited; that of the truck driver, whose truck was kept in such constant operation that it was impossible for him to get a bath in the hours when the bath house was open, making it necessary to get out a special order authorizing him to get a bath out of hours.

The Regiment competed in two shows of this period, the horse and motor shows. Several prizes were won in the Divisional horse show and in the Corps show which followed. The Divisional motor show was never held owing to orders for the move down to the third training area, but the trucks of the Regiment and its motor equipment were examined by an inspector from the 2nd Army Headquarters and a high tribute of praise was sent in the form of a letter from the Commanding General of the Ninth Corps, which is reproduced below:

MOTOR BATTALION RECEIVES COMMENDATION

Headquarters Ninth Army Corps,
American Expeditionary Forces,
A. P. O. 932.

France, March 27, 1919.

FROM The Commanding General, IX Corps.
TO: The Commanding Officer, 304th Ammunition
Train.
SUBJECT: Inspection Report.

1. The following report has been received with reference to the condition of the mechanical transport of your train:
“304th Ammunition Train.

Mechanical condition, very good.
General appearance, excellent.

This entire Train presented a most excellent appearance. It is recommended that the officer in charge of the Motor Transportation be especially commended for the condition of his vehicles.”

2. The Corps Commander wishes to express to you his appreciation for the condition of the mechanical transportation in your Train, which merits such favorable commendation. He extends his most hearty congratulations to you.

W. K. NAYLOR,
For and in the absence of the Commanding General.

One deed of bravery of this time deserves special mention, the act of Corp. Alexis M. Carlin, of Co. “D,” in driving a burning truck outside of the town of Clermont-en-Argonne, when the flames seemed certain of reaching some of the

nearby buildings and starting a serious conflagration. This act brought a high tribute from the Commanding General of the Division which is worthy of reproduction in this volume.

HEADQUARTERS 79TH DIVISON,

American E. F., France.

13th February, 1919.

FROM: Division Commander.

TO: Corporal Alexis M. Carlin, Co. D, 304th Am. Train,
through Commanding Officer, 304th Am. Train.

SUBJECT: Commendation.

1. It has been brought to my attention by your commanding officer that on the morning of February 4th, 1919, at Clermont-en-Argonne you acted in a very meritorious manner when your truck caught fire in front of the Salvation Army Headquarters. Your action in driving this burning truck out of town showed coolness and courage on your part and probably prevented serious consequences in the town.

2. It is with pleasure that I commend you for this action and this letter of commendation will be made a part of your official record by your commanding officer.

EVAN M. JOHNSON,
Brigadier General, U. S. A., Commanding.

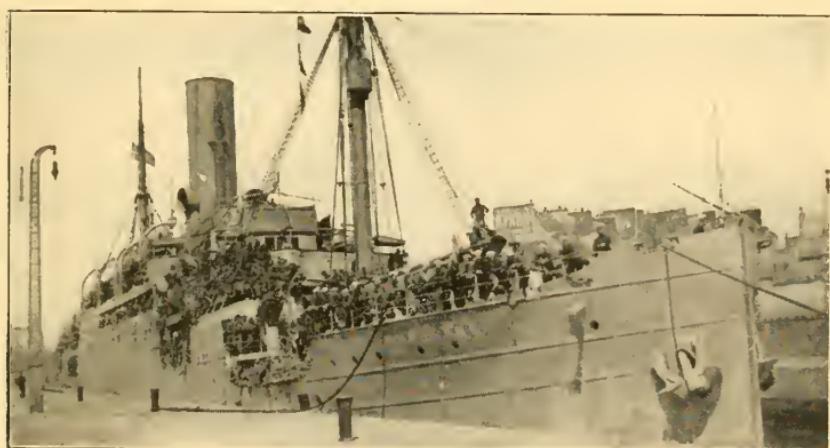
On the 31st of March about half of the Train moved to their new location at Andelot, Haute-Marne, between Chau-mont and Neufchateau. It was several days after this before all of the Train reached their destination. Nearly all of the men were conveyed there in trucks, making the trip in one day's run. The hardest trip was that taken by some



A VIEW OF CAMP AT SOUILLY,
Looking from top of water tower along road
towards division headquarters.



LAST HOME IN FRANCE
German Dye Mill at Pont Rousseau



U. S. TRANSPORT "SHOSHONE"
Leaving St. Nazaire, France, carrying part of Ammunition Train home.

100 men of the Horsed Battalion, who made the trip overland with the horses and mules. They started on Saturday morning, March 29, 1919, in a blinding storm of snow, rain and sleet, driven by a high wind, into which they faced. This group was in charge of Capt. Robert Cresswell, Commanding Officer of the Battalion. The trip lasted for four days with almost continuous bad weather.

The stay at Andelot was brief. In a little less than three weeks all mobile equipment was turned in and on Monday afternoon, April 21, 1919, the Regiment marched to Rimaucourt, boarded the train, and started for the base port. Nantes was reached before noon two days later and in a brief time the Regiment had marched to Pont-Rosseau, a suburb of Nantes, and were located in their new quarters in an old German dye factory, which had been confiscated by the French government. The quarters were crowded but there were few complaints, for everyone knew that they were headed for the land across the sea, "Where the air is full of sunshine, and the flag is full of stars," and they were willing to suffer any necessary discomfort to attain this end which for many months had been the goal of their dreams.

Pont-Rosseau will be remembered chiefly for its battle of typewriters. Day and night they pounded away on the passenger lists, the requisitions, the reports, the special orders, and the thousand and one details which stood as the barrier to the gangplank and home. A war to the death was also waged on the "Cootie" army, and although examinations showed that very few of the Train's members were acting as almshouses for deserving bugs, yet all must needs go through the delousing plant on general principles, and many and loud were the wails of the veteran soldiers as their smart uniforms acquired the special and distinctive

press and wrinkles of the steaming process. And surely there were few wrinkles left out, they all stayed. Each soldier acquired many new wrinkles during this period without the trouble of going to school.

CHAPTER IX

HOME AGAIN

MAY 13th brought the final ride via the route of "40 Hommes or 8 Chevaux." The regiment woke early that morning and worked with feverish energy rolling packs, cleaning up quarters and grounds, and loading boxes and equipment. The companies formed along the road and awaited the word. A clean bill of health was given by the area inspector, the word was given, packs were swung, the troops caught the step and down through the streets of Pont-Rousseau they marched and on across the bridge to Nantes and so to the "Chemin de Fer." Hearts were light and gay. It was the hour all were looking for. At the end of the journey by rail and water was HOME, dearer by far than ever before.

They unloaded at St. Nazaire and marched to Embarkation Camp No. 2. It was broiling hot and the pace set by the guide was killing, but they made it. They had hardly reached the camp when the whirlwind series of examinations and inspections began. One night was spent in this camp, then on the morrow they marched to Embarkation Camp No. 1, went through the delousing plant, and came out with the assurance that any bug which remained with them must indeed be a hardy one. Then began again the battery of typewriters. All records had been made out at Pont-Rousseau according to instructions given and they had been certified as ready for sailing by the inspector there, but for some reason this did not satisfy the authorities at

St. Nazaire. Many of these must be made out over again.

It was now guess work how long the stay at St. Nazaire would be and what boat the Regiment would embark on. Some said it would be three hours, others insisted that it would be a week. But as a matter of fact it proved less than two days. Orders were received on the morning of May 15th just before noon. The Motor Battalion, Co. G of the Horsed Battalion, and most of the detachments would proceed immediately on board the U. S. S. *Minnesotan* with eight officers, the other companies would remain in camp until the following day. The ink was hardly dry on this order before another came for Co. E and Co. F with the Headquarters Detachment Horsed Battalion and all the remaining officers to proceed on board the U. S. S. *Shoshone*.

Early the following morning the *Minnesotan* moved out from the pier and put to sea. The *Shoshone* followed in the late afternoon.

The rest of the story is soon told. The trip across was rough and there was much seasickness, but little to break the routine and monotony of the slow voyage. The *Shoshone* docked at Philadelphia on the first of June and the troops on board went to Camp Dix, N. J., for demobilization. The *Minnesotan* docked at Charleston, S. C., two days before and the troops on this boat went to Camp Jackson.

It was a time of wild excitement when land was first seen and all knew that their dream had come true.

The details of the demobilization can be left to the imagination of the reader, but it is sufficient to say that in a short space of time the movements of the machinery which had worked to produce first-class soldiers from these men had been reversed and they were soon speeding towards their various homes to be first-class citizens.

The old Regiment is no more. Its members are scattered

through the states, but the spirit lives on and will continue to do so until the last surviving member goes "west."

MEN OF THE MOTOR BATTALION AMMUNITION TRAIN

They go to work when others go to bed,
These men who handle motors for the Train,
They track through field and wood,
Hauling shells for Heinie's food,
To be shot into his alimental brain.

There are many things can happen to a truck,
As it coughs its way through darkness black as pitch;
A differential strips,
Or a fickle clutch band slips,
Or a breaking knuckle puts you in a ditch.

The carburetor float may spring a leak,
Or a spark plug hap to miss its rhythmic fire.
Perhaps water's in the juice,
Or a wrist pin may work loose,
A short circuit may develop in a wire.

Then there's too the vicious, crafty, cruel Hun
Who drops his gas and shrapnel shells around.
It's no job for watery veins,
But for men of blood and brains,
Trucking ammunition over gun-swept ground.

So here's to driver, his assistant and the crew,
Their mothers may be proud of these they bore.

They are doing well their bit
To make the world a fit
And decent place to live in, evermore.

CAPT. JOHN D. FEARHAKES,
Co. D, 304th Am. Train.

Headquarters, 79th Division,
A. E. F., France, May 8, 1919.

General Order

No. 29

EXTRACT

Par. 8. For gallantry in action and meritorious services the following citations are published for the information of the command:

Captain Parker R. Skinner, Company G, 304th Ammunition Train. This officer was in command of Company G, 304th Ammunition Train, during the Argonne Offensive September 26th to 30th, and by his services was of considerable aid in the convoy and delivery of ammunition to the front line areas, performing his services under enemy fire.

Captain Harold B. Charos, Company A, 304th Ammunition Train. This officer rendered conspicuous service in command of his company, both in the Troyon sector and in the offensive operation of the Division on the east bank of the Meuse north of Verdun. He was conspicuous by his service under fire in the Bois de Forges west of Consenvoye when he personally supervised the convoy and delivery of ammunition under heavy fire. He also rendered valuable service in the last few days of hostilities when he followed up the infantry through Crepion and Etraye with his convoy. He is an officer of great dependability and loyalty.

Sergeant John C. Frame, # 769606, Company G, 304th Ammunition Train. This soldier rendered conspicuous service under enemy fire in the offensive operations of the Division October 28th to November 11th, 1918, on the east bank of the Meuse, particularly in the sector east of Brabant-sur-Meuse, where he was instrumental in the convoy and delivery of ammunition.

By command of Major General Kuhn:

PAUL T. HAYNE, JR.,
Colonel, General Staff,
Chief of Staff.

Official:

R. VANHOEVENBERG,
Major, U. S. A.,
Div. Adjutant.

Company G, 304th Ammunition Train,
American Expeditionary Force,
France, March 24th, 1919.

TO THE MEN OF COMPANY G:

I was much pleased to receive the attached letter from Lt. Col. Charles B. Moore several days ago. It should be a matter great gratification to us that our humble efforts have met with the approval of higher authorities, and that we were able to do our little part in winning the World's War. I am publishing the letter from Lt. Col. Moore because I realize that, without your loyal support, any efforts of mine would have been futile; and I want to take this opportunity to thank you all for the prompt and loyal manner in which you have always obeyed my wishes and commands.

Our efforts have been commended but we still have more to do. There are, at least, several months of dreary wait-

ing before we go to our homes; and I trust that, during that time, nothing will be done by any member of the company to mar its past record.

PARKER R. SKINNER,
Captain, U. S. Army, Commanding.

A true copy

P. R. S.

HEADQUARTERS FIRST ARMY,
AMERICAN EXPEDITIONARY FORCES, FRANCE.

First Section, G. S.

15 February, 1919.

FROM: Lt. Col. Charles B. Moore, G. S., G-1 Sect., First Army (G-1, 79th Division, during period covered in this report).

TO: Capt. Parker Ringel Skinner, Co. G, 304th Amm. Tr. (Inf.).

SUBJECT: Meritorious Services rendered Sept. 25th & 26th, 1918.

1. I wish to express to you my appreciation of the services rendered by you on the 25th and 26th of September, 1918, in connection with the splendid work accomplished by you and your company in establishing forward ammunition dumps, preparatory to and during the Argonne-Meuse offensive, and assistance rendered in building a road suitable for the tanks to pass across No Man's Land on the 26th Sept.

2. I regret that I did not have an opportunity of writing you while I was still General Staff Officer No. 1 of the 79th Division or while the 79th Division was still a part of the First Army. I wish, however, to make a matter of record your services rendered, which were as follows:

You were untiring in your efforts in operating the 40 cm. tram between Camp des Civils to the main road near Avocourt, during the day and night of Sept. 25th and by these efforts enabled the Munitions Officer to have an ample supply of small arms ammunition, in the forward dump at that place, for the offensive of 26th Sept.

I wish to especially commend you and the men working under you, who, on the 26th Sept., after working continuously during the preceding twenty-four hours, went without hesitation to assist in building a road across No Man's Land through Malancourt woods, thus enabling the tanks supporting the 79th Division to push through these woods. By your efforts and the efforts of the men under you, you were able to prepare a path which enabled the tanks to pass through and clean up the machine-gun nests which had been holding up the advance of the troops of the 79th Division during the forenoon.

CHARLES B. MOORE.

A true copy

P. R. S.

COMPANY A

THE men from which Co. A was later organized came to Camp Meade, Md., Sept. 20, 1917, from the Chester Local Draft Boards No. One and No. Two.

Their first impressions of Meade were not at all pleasing as they hiked through the streets of the camp through deep sand and past rows of unfinished wooden barracks. After what seemed a very long hike they arrived at Barracks C 26. This, they were informed, was to be their home. They were soon assigned to bunks; bed sacks were distributed, and they were shown how to fill these from the pile of straw in the yard. Later they were marched to C 28 for supper. The least said about that supper the better, except that none partook very heartily of it. After returning to their barracks they spent the remainder of the evening trying to pack away their belongings in an orderly way, which was somewhat of a task, for there were no racks nor nails to hang them on. Most of the men turned in early, weary with the day's experiences.

The next day was spent in cleaning up the straw and leaves from the company parade ground. When this was finished they were given the rest of the day to themselves, which most of the men spent in driving nails on the walls of the barracks to take the place of hooks.

On the third day the company was organized. They were lined up in company front, and re-arranged into squads. The company was now known as Co. A, with Neals as Acting Top Sgt. and Lt. Gibson as commanding officer, with Lt. Williams attached. They were then marched to the drill

field and spent the morning in pulling weeds and clearing the field. It was Saturday, so there was no drilling in the afternoon nor the following day.

Monday morning they were taken to the infirmary and inoculated. They had been warned by one or two regular army men in the company that the after effects would be terrible and all went in fear and trembling. However, none found it as severe as anticipated, although all had sore arms for a day or two.

They now began their regular drilling in earnest. Every morning they had physical exercises for a half hour, and it was amusing to those in the rear rank to see the antics of some in the front row. At first none could execute the drills in cadence. Then they would be given a short rest and begin the close order drills. Here again the wildest confusion prevailed when an order was given. However, the officers were patient and the men anxious to learn, so they were soon able to execute the orders in a satisfactory way.

About a week after the arrival of the men in camp, Capt. Andrews took command of the company. The men at first thought that he was very "hard boiled," although in justice to him it must be said that while he was very stern, he was also fair and ready at all times to fight for justice for his men. He did not stay long, however, and Lt. Gibson was again placed in command of the company.

Early in October the company moved to V 3, where their numbers were augmented by the arrival of a number of men from the 17th Training Battalion. The company now numbered about 100 men. Drilling now continued each clear day out on the drill field and every stormy day was spent in the mess hall listening to lectures.

Every pleasant Sunday brought a host of visitors to camp

and the grounds resembled a huge picnic. Here and there a bevy of friends and relatives were gathered around one or more rookies. Lunch time found them with home goodies spread out in some shady nook.

They now received all their uniforms, but not rifles. The drilling was done with sticks in place of guns.

Thanksgiving day arrived at last and the lucky 25 per cent. were given three-day passes to go home. The company had an excellent dinner that day for those left behind. There was plenty of turkey with all the fixings. Thanks are due to Mess Sgt. Conn and the cooks who remained on duty all the night before preparing it.

Football weather came now, and many an exciting game was played on that field just above the "Y" with teams from other regiments.

All were now given Krag Jorgensen rifles and bayonets and began bayonet practice with aiming and sighting drills.

Christmas was now fast approaching and each one hoped that he would be one of the lucky men to land a five-day pass, enabling him to spend the holidays at home. Again 25 per cent. of the company left. The ones who failed to receive a pass felt rather blue, but still had a pleasant time, as all received boxes of presents from home and the dinner was a great spread.

Early in January they moved to W 12. There Capt. Cannon took command of the company and Lt. Beasley joined them soon afterwards.

The weather was now often stormy, with much snow on the ground, so most of the time was spent in the mess hall listening to lectures. The trucks began arriving in February and the time was then divided between drills, lectures, and demonstrations on the trucks. As the weather improved they began taking long runs into the country. It was

amusing and oftentimes surprising to learn all the tricks of which those Quads were capable. They behaved for all the world like "cantankerous" mules. They ran forward, backed into the men, kicked and ran away with them when they were least expecting it. However, the men finally learned to operate them in a more or less satisfactory manner.

Easter Sunday found them working, putting trucks together, greasing wheels, painting letters, etc. Rumors had begun to reach them of an early departure for France and the work was pushed feverishly. The company now only numbered about half its rated strength, as many transfers had been made to other divisions about to sail for France.

On July 4th a number of men from various aviation schools were transferred to the Regiment. Co. A, in fact all the companies in the Train, were brought up to full strength. They now began the final packing in preparation for the trip overseas. Everything was hustle and bustle about the Regiment. Finally all was packed and ready to move and on July 14th they marched to Admiral station and boarded the train for Philadelphia, where they embarked on the *Haverford*. The details of this trip are given in another chapter of this book (Chap. IV, Part I).

At Le Havre, France, Company A and Company B were detached from the other companies and remained behind as they left for the south. On the 8th they boarded the famous side-door pullmans marked "40 Hommes—8 Chevaux," which were to play so important a part in their future, and on the 11th they detrained at Maatz. From there they marched to the little town of Rivieres-le-Bois, where they were billeted in an old château and learned that they would finish their training there.

The drilling now began in earnest, with gas mask drill for an hour each day.

On Sept. 9th they left Rivieres-le-Bois and hiked to Maatz, where they boarded box cars, and on the 10th arrived at Lever. From there they marched to Lisle-en-Rigault, a long and tiresome march through a heavy down-pour of rain.

Late on the night of the 14th they left for the front in a convoy of trucks driven by French Chinese coolies, and the next day about 11 A. M. arrived in a wood near Dombasle. From this wood they moved to another one just above the town. It was there that the "Flu" first attacked them. A large number of men were evacuated to hospitals. On the 25th, because of repeated shellings from the Boche, they left the wood and moved to Jouey, a small town about three kilometers from Dombasle.

It was at Jouey that their first real action began. The trucks were kept constantly in action, hauling all kinds of light combat ammunition from the rail head at Dombasle to the Argonne front. After the big drive of Sept. 25th began they found road conditions terrible and it sometimes required as long as five days for a convoy to reach the ammunition dumps at the front and return.

November 4th found them moving from Jouey to the Monthairon woods back of Souilly. Here they had little to do except to clean equipment and rest. On the 11th they left the wood for Ambly. Here again they were busy hauling hand grenades and rifle equipment to the St. Mihiel front.

The 25th of October found them at Dugny. It was there that their hardest work began, hauling ammunition from the magazines at Verdun to different sectors of the Meuse front, although they found road conditions much better on this front than on the Montfaucon sector.

After the Armistice of Nov. 11th they were kept busy

for some time moving ammunition still farther forward, as it was evident that the troops must still keep a close watch on Fritz.

On Dec. 2nd they moved to Thierville just outside of Verdun and remained until Dec. 21, when they hiked to Ecurey, a town northwest of Verdun. On the 27th they left Ecurey and after a two-day hike through the rain arrived at Souilly. Here they stayed until April 2nd and then went to Andelot. On April 21st they left Andelot, hiked to Rimaucourt and boarded the train for Nantes. After a short stay at Pont-Rousseau, a suburb of Nantes, they boarded the train for St. Nazaire and embarked on the U. S. transport *Minnesotan* for home.

COMPANY B

COMPANY "B" was organized on September 24, 1917, in Barracks No. C 26, with Capt. Walter L. Hitt, then Regimental Adjutant, commanding; Lt. Robt. Cresswell, Lt. Thomas M. Montgomery and forty men from Chester, Pennsylvania. On October 3rd they moved to Barracks No. V10, where men from District No. 45 of Philadelphia and District No. 1 of Montgomery County, Pa., joined them.

Here the intensive training started which never ceased, training that brought about a spirit that was hard to beat, a spirit that was carried into everything, work and play alike. This was interrupted for a few days because of the move to Barracks W 113, but not again thereafter until the time of sailing for "over there."

Frequent transfers out of the company lowered its strength until in the Spring of 1918 there were but 46 men in the organization, including "non-coms." These transfers of men were to divisions throughout the country that were ready to sail and needed a few trained men to complete their quotas. At one time ten men were selected for transfer. The day before entraining one of these was found to be unable to go. This occasioned no delay because of the spirit of "Jimmy" Hogan of Philadelphia, who, upon learning that a man was needed, offered to go.

Although not an infantry organization, infantry drill was the dominating factor. And it was not uncommon for "B" to be mentioned for excellence in drills, bayonet work, open order, etc.

Sports were frequent, baseball being the most popular. "B" won the regimental championship after many a hard

played game, and also the Championship of the Divisional Trains and Military Police. The consistently good work of the principal battery, Pitcher Rudy and Catcher McNernie, not only won these flags but also a release from some extra duties. Thereon hangs a tale. It was the final Regimental game. The excitement was intense, when the First Sergeant yelled to the pitcher, "Win this and you're a free man." He won!

In the early Spring of 1918 the first trucks were received. Then a happy relief entered into the lives of the men. For who would not rather ride than drill on a hot, dusty field? Those who could not drive were taught. Fun? Indeed yes. If a "school" of trucks went out and none entered a ditch, it was thought that the pupils did not drive. If a truck returned showing signs that it had tried to climb a tree, well, it might be blamed on—oh, anybody. Our trips, or runs, were according to the training schedule, called Hikes, but what's in a name?

Weber, at that time a learner, was the most daring. It was of small consequence to him what was in his way, a wagon, a pole, a tree—they were all alike to him. However, occasionally some of the obstacles objected which caused a little bucking and twisting and, at times, a detour. That, of course, was immaterial.

July 4th saw the company filled up to full strength with men from every part of the country. July 11th its complement consisted of Capt. Walter L. Hitt, commanding; Capt. Robert H. Gustafson, attached; Lt. Albert H. Sadler, and 146 men.

The last night in camp, July 13th, was one of revelry and joy; the men were glad to go. The old "46" had been waiting almost ten months and now at last the time had come. There were many friends and relatives in camp to

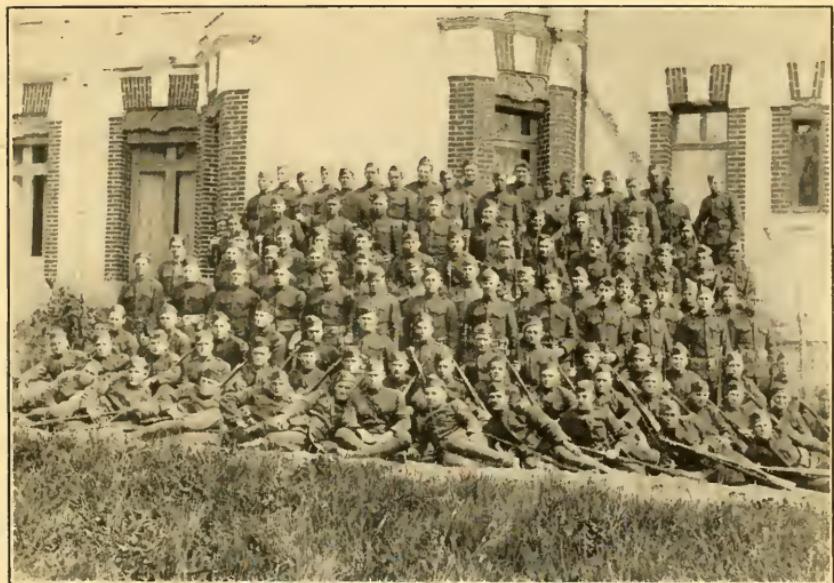
bid the men God-speed and tears were not uncommon on the faces of wives, mothers, sisters, and sweethearts, tears of joy perhaps at being able to give one man for the great cause. There was the old-time snake dance around the Regimental Parade Ground, the station and barracks with wild songs. If the officers had not cautioned sleep the party would have continued throughout the night.

Early morning, July 14th, after the almost sleepless night, and days of hard and anxious preparations, came the departure for Philadelphia and the leave-taking from Lt. Sadler, who was transferred to the Depot Brigade. The same day the regiment sailed for "over there." That last look at "Phillie" and the fast receding shore brought many a lump to the men's throats, who knew but what it might be for the last time?

The trip over had its share of drills, rest, and fun. Certain drills occasioned amusement in spite of their serious purpose, especially the emergency calls. "Fresh" biscuits were carried in the cartridge belts (biscuits which were probably baked for the Civil War but not used then). Concerning these a lad remarked, "If the Huns get us, we can ask them to have tea."

The sleeping berths were hammocks, made of one piece of canvas held at the ends by short ropes. They made fairly good sleeping places if you did not fall out. There were not enough, however, for every man, so, once secured, they must be carefully guarded. Nix, on the second day out, "lost" his five times, but the situation improved, the following day he lost it but twice!

The food compared favorably with an old, much-used, but seldom cleaned garbage can; the coffee, many of the men insisted, was made of water and the cook's shirt, and no one saw him change it on the whole trip. All the food was



COMPANY B., CAPT. WALTER L. HITT, COMMANDING



COMPANY C., CAPT. JOHN B. THAYER, COMMANDING

served in bulk to each table, the first was rushed for in true army style, the rest rushed from.

After the trip through England and across the channel to Le Havre, the regiment split, Companies A and B remaining there in camp. After three days in camp they left for the Divisional training area, via the route of "40 hommes or 8 chevaux" to Maatz. At Is-sur-Tille they received their first gas masks with instructions in their use. Detraining at Maatz they marched six kilometers under a broiling sun to Rivieres-le-Bois, their billeting town. Here the drilling started again in earnest. What with a steep hill to go up and down morning and afternoon under a broiling sun the work was, well, work! And with reveille at 5 a. m., war was sure as Sherman put it.

Conveniences? There were none. The bathhouse was the creek in the valley, fed by springs and cold as ice. A good remedy for a good night! But the grind back up hill was such as to make one wish for another. No, not a night, but a bath.

August 15th was pay day and francs were plentiful. The question was what was to be done with them? Money was made to be spent and what soldier doesn't spend it? But how? Eggs, perhaps, and "Vin Blanc," "Vin Rouge," and "Bubbling water." Why not these? There was little else then that one could do with his pay except play that noble game of "throwing the bones" with the battle cry of "Read 'em and weep"! This, however, wasn't really spending it, as it did not leave the company. This left plenty of francs with the men who soon after put it into a fund that returned to them an additional franc for each one put it. It was in this manner: On August 20th the three companies (G having lately joined the detachment) went to the rifle range. At first there was considerable inter-company

competition and wagering. Wechsler kept Healy supplied with eggs for at least three days. Along towards the end of the period a match was arranged between A and B companies, the men having the highest individual score being the contestants. Wagoner John L. Ponder was to shoot for "B." The "fund" was offered to the opposing company, terms even money, collect on announcement of score. John L. maintained the reputation of "B." In another competition Corp. Martin Thus upheld the usual "B" standard.

Capt. Hitt was taken sick at this time and sent to a hospital. He returned but was still ill and unable to resume all his duties.

On Aug. 28, ten men were sent to Vaux to practice automobile driving with the 304th Div. Supply Train. A few hours after their return on Sept. 7th a convoy of trucks drove into town. It was pouring rain and as dark as an ace of spades. Fifteen men were called out and ordered to pack up and drive the trucks! Strange trucks, stranger roads, no lights and no idea of their destination. It was not to the "front," however, but near there. The trip was to transport an infantry regiment of the division within hiking distance of their position in the lines. Their work kept them away until Sept. 16th.

Sept. 8th the orders were received to move. Fifteen minutes later they began to march. It was a forced march, as they were expected to start loading engineer equipment on board trains at Maatz at 2:00 p. m. They reached there three minutes before that, pitched "pup" tents in a newly-ploughed field of mud, and then it started raining. Immediately after the tents were up the company was formed and marched to the freight yards. They worked like Trojans until almost 7 p. m., when "a kind of a supper" was handed out. They were told to get as much rest as

they could, as they would be called out again at midnight. REST in a pup tent, pitched in mud, and leaky! But most of them did. Promptly at 12 midnight they were called again and another train loaded. They quit at 5:30, rested a short while and then at it again until 2 p. m. There was pouring rain all the time, men wet and hungry, equipment and blankets soaked. At 5:30 p. m. they boarded the train en route for "up there." The cars leaked, it was cold and the wind howled through what seemed to be hundreds of cracks in every car. The following morning at 3:30 a. m. they arrived at Revigny, rolled out and lined up on a side road until a few minutes past 8 a. m. During the wait they were given a treat by the "Y" of a small box of chocolates and two packages of small cakes. They left Revigny and hiked to Lisle-en-Rigault, a distance of just seventeen and one-half American miles, and raining harder every minute. Packs weighed down like lead.

At the town of Robert-de-Espagne, more than half the distance, they stopped for one of those ten-minute rests. Water filled the streets from curb to curb, ankle deep. There was no place to sit down, so "B" just stood and rendered a few songs, appropriate ones such as "There's a Hole in the Bottom of the Sea" and "She's a Lulu." This was to show that there was still pep in those tired and hungry bodies.

Soon after this they reached their destination and were assigned to their various lofts and stables. Packs were unrolled at once for the purpose of changing to dry underclothes and Blue Denims. But only a few men had dry ones. Those men who had only one pair of shoes with them resorted to a queer scheme. A lad saw some French slippers made of canvas with cord soles. He invested in a pair and appeared on the streets wearing them, a suit of Blue denims

and a denim hat! The store that sold those slippers soon said "fini"!

The day after their arrival Sgt. Frank McAllen, right guide of the company, fell sick with the Spanish Flu, at that time flourishing around the world. This soon turned to pneumonia. It was necessary to remove him to a hospital and when he left there wasn't a man in the outfit who wouldn't have done his all for him. His absence was surely felt and many men missed old "Admiral Von," as they called him.

It was at this place that they established a record for a "light" meal. On Sept. 12 they had for supper one potato, one piece of bread and one box of matches.

Lt. Robert S. Prosser was taken ill at this time and evacuated to a hospital.

Early September 14th packs were again rolled and preparations made for leaving. At 6:30 p. m. the companies (A, B, and G) formed and marched to the main street, there to await the trucks that were to convey them "forward." It was nearly 4 a. m. before the "transports" came, Camions the French call them, driven by Indo Chinese. These carried the men to Blercourt. They arrived there while an air battle was in progress between some American and German planes. The company unloaded in a hurry and "beat it" for the woods near by. They left at 8 p. m. and marched to billets in the St. Pierre woods. Sleep was indeed welcomed, but the next day everyone was O. K. again. The day was spent cleaning camp preparing for a long stay. But that was not to be. About 9 p. m., Sept. 16th, orders were received to pack up and be ready to move at a minute's notice. In a short time all men were ready and lined up; all that was needed was the word to go. As that did not soon come, the men were permitted to break ranks and

lie around. Ten o'clock came and so did "Jerry" with his bombing planes. Without warning there was an explosion and a flash, and a rush for dugouts and trench shelters. A few seconds later there was another. It was the company's first time under fire and, as some expressed it later, they were "a bit nervous." Sgt. Healy, Corp. Smith, and Harris were lying in front of one of the dugouts. They made a dash for it, but Healy won by a length. He made an "Annette Kellerman" for the entrance and made it. His dive upset the wire camouflage, and Smith, in his rapid descent, hung himself by the chin.

The men had been wearing their steel derbies. Chandler lost his and in his hurried attempt to find it lost his head. Not really, though. Cook Curto was lying on the upper bunk of a double-decker. Instead of climbing down, he dashed over the bunks, out the door and tried going through a tree. It stopped him! In another dugout there must have been some garbage—one man yelled "Gas!" Imagine a hot, musty, crowded hole in the ground and every man trying to put on that mask of his! But there was no damage to the detachment.

About 2 A. M. they left the St. Pierre Woods and moved by trucks still farther forward. At 3:15 A. M. they landed in the Foret de Hesse, in the Argonne, directly in the rear of the American and French artillery, which was supporting the "lines" in that sector. Getting out of the trucks they were told to make no lights, and make themselves comfortable. Comfortable! It was so dark one couldn't see ten feet into those woods. But comfortable meant sleep, so feeling around for a soft spot each man untied his blanket and turned in. But not for long. A few minutes past 6 o'clock it began to rain and gently awakened all.

Looking around they saw that they were then on the east

side of the road in what was an old French Headquarters. Dugouts were scattered everywhere and well camouflaged. A section was apportioned to "B" and each man selected his home. There were two kinds of places to sleep, damp dug-outs or the ground—and it was still raining!

On Sept. 19th there came a little split. Spanish Influenza broke out in the other companies. This caused "B" to be moved to the west side of the road, where there was no protection of any kind. And the noise up front getting noisier! The men scattered within the given area, pitched tents and shelters as best they could; a kitchen was put up and camouflaged and mess started.

And then the "Flu" hit "B." From September 19th to October 1st thirty-four men were sent to the hospital, three of whom died. These were Corp. Amos E. Dieter, Chester, Pa.; Cook Leonard J. Stange, Philadelphia, Pa., and Wagoner Sam A. Sharley, Athens, Ga. Wagoner Morgan reported to the doctor one morning for some C. C.'s. The doctor looked at him and said, "You're sick, hospital." In spite of protests, he was tagged and sent. When he returned some time later he said his objections lasted but a short while. He had a fine time!

On September 19th a few trucks were issued the company, not actually but on paper with directions in what ditch to find them. After one was gotten out the rest was easy. All that was needed to be done was to borrow, beg, or salvage some cable or rope and large pulleys and then enter the rigging game. All seven were pulled up to the truck park within a day and then the party started. A few days were spent in putting them in running order—without any tools. Diversion in between times consisted in listening to the roar of the guns, which were continually increasing their fire, or listening to the shells sailing over-

head, or watching the air battles. It was frequently necessary to "duck" falling shrapnel from anti-aircraft shells. You see, the gunners were particular about where they sent their shots into the air, but not about where the shells landed!

Sunday, Sept. 22nd, at 4:00 p. m., the trucks left the camp for their first real haul. At last it had come—real work. Work that made hauling through Avocourt, Malancourt, Esnes, and Montfaucon anything but a joy ride. And you who know the history of these places may easily see why. The trip was to the town of Lenimes, where all the trucks (there was 17 from both A and B, in charge of Lt. Skinner) were loaded, each one with 60 boxes of 30-30 Rifle ammunition. They pulled out on to the road and proceeded slowly toward the lines in convoys. They travelled very slowly, as it would never do for Fritzie's planes to find 1,224,000 rounds of ammunition on the way towards them.

At dark they reached the road north of Dombasle, where they were to be met by either Lt. Skinner or the Divisional Ammunition Officer. It was pitch dark, the road was crowded with several regiments of artillery, hundreds of trucks, caissons and wagons. Broadway, New York, or Chestnut St., Philadelphia, had nothing on that road. Lt. Skinner was delayed at the dump because another group of trucks was late. No one knew the Ammunition Officer, and if they did, who could pick him out when one couldn't see ten yards? The M. P. on the road was cursing in true style; he and we and everybody else would be blown up; Fritzie knew the road and was expected at any minute. Sgt. Wechsler, senior non-com present, took charge and took a chance. He had the trucks draw over as far as possible to the side of the road, then he and Mechanic Lemry felt

their way down the road to a Brigade headquarters and a telephone. After many minutes' delay the Am. Officer's P. C. was located. They explained the predicament and were told that the Ammunition Officer was on the same road looking for them. Well, that was a good one. He or they had to find the other on one of the most congested roads in France. But by good luck it was done. Wechsler and Lemry were in the middle of the road, dodging hoofs and wheels and trying to find a man neither had ever seen before. A few minutes later a motor cycle, driven by a "Yank" who was taking a chance on speed, stopped within a few inches of them. "Who is that?" "Mr. _____," was the reply. "Well, I'm d—— glad of that," was Wechsler's remark.

The divisional dump had not been selected as yet, so orders were given to return to camp and remain in readiness to pull out at a moment's notice. The men were wet, hungry, and several sick, for the "Flu" was getting in its work.

At 1:00 A. M. on the 23rd the Ammunition Officer returned and orders began to fly. In a few minutes the trucks were on their way to unload at the established dump. Fortunately Fritizic wasn't doing much that night, for not a shot came that way. But they had visions of them, for it was their first trip up.

Gas alarms were now becoming quite frequent, but only at night. The first caused many a heart to stop for a moment, and many a rifle to be fired. That was because there was no other means of alarm. During one "attack" a voice was heard moaning and crying, "I'm gassed, I'm dying!" But upon investigation the lad wasn't gassed nor dying. There was no gas, and he had his nose clip in his mouth. Sgt. Eckels reported having inhaled a large dose, of what couldn't be discovered unless it was the odor from the kitchen garbage.

Early morning, Sept. 24, orders were received to move still farther forward the ammunition carried up the day before. At noon four trucks, two from A Co. and two from B Co., were sent out. Four trucks to move seventeen truck-loads. But it was done and without a casualty. And on that afternoon more than one piece of shell was heard to whistle within a few feet of the men's heads.

Lt. Col. Miller and Sgt. Wechsler had a narrow escape on this trip. They had gone ahead to select a suitable place for the "dump." While looking around in a deserted valley, immediately in the rear of the main line of defense, a couple of Jerry's 77's exploded a few hundred feet from them. A French officer came running down waving his arms and shouting excitedly. He rushed up and informed the Colonel that he was in a very dangerous position, in direct observation of the Germans. The dump was not established there!

About 11 p. m. the move was made and all trucks sent back but one. Another convoy was due there and had to be directed to the new dump. After a while Lt. Skinner came along on a motor cycle with word that the loaded trucks were just back of him. Pat McClory cranked his car, the one which had remained behind, and made ready to take the Lieutenant up. He was offered the seat, but refused, saying he could ride the body. It was pitch dark, the road was a blur for about twenty feet, and ahead of that nothing could be seen but darkness. But Pat had been over it at least six times in as many hours and—well, the Lieutenant asked for the seat coming back! You see, Pat was hungry and wanted to get home. There were no speed limits.

The starting of the drive did not mean the end of their work. Rather it signified the beginning of a harder, steady

grind. And a truck unloaded did not mean a return to camp—there were wounded to bring back to the rear, and then more trips.

On September 26th, twenty-five men were sent out on a salvage detail. And from all reports it was an awful task. Following the advancing troops over shot-up ground, through fire and everything else that goes to make war hell, it was rough. And yet there was humor. Corporal Smith saw a pair of boots protruding from a water-filled shell-hole. After several hard pulls he got them out and a dead Boche. There was little or no food for these men on "Salvage." They had to rustle for every bit of it. Clark said he got his first meal on the afternoon of the 29th! This work continued on up to the middle of October, but not for all the men. As some got real hungry—remember, there was no food and no one to see that they got it—they came in.

It was haul, haul, haul from the beginning of the drive to the end. It did not matter where they were billeted. In Jouey-en-Argonne, where Whittle actually ducked machine-gun bullets from an airplane; in the Bois de Monthairon, where no one had to duck anything but details; in Ambly, and finally on the Meuse canal, near Dugny.

Sept. 27th the "Admiral Von" McAllen returned to the company.

On the 29th four trucks went up through Montfaucon with ammunition. They came back after three days and nights with no sleep, no eats other than reserve rations salvaged from dead men's packs, with rainwater to drink. They were wet through and covered with mud and grime. This was but a sample of the details. Some were better, many worse. And many a driver was hurried out on a new trip before he had time to say, "I'm back."

October 7th a convoy of trucks went to a large "dump" south of Commercy for infantry ammunition that was to be taken to the lines then held by the 79th in the Troyon sector, near St. Mihiel. The trip down was a treat, for it gave them new country to see and it was not raining then. They loaded and started back after nightfall, but it had become so dark one could not see fifteen feet. Campbell's truck, loaded with 3,500 grenades, was struck by a speeding French truck on a narrow street in Commercy. The only damage was a ripped hub cap and feelings, for you know it is no "ice cream" feeling to have that many death-dealing "eggs" bumped when they are under you. The darkness prevented the trip being made that night. A halt was made at Lerouville and the trucks parked in close formation in front of the station. One shell or bomb would have blown up the convoy and the whole town, but, of course, none hit.

The following day they proceeded without mishap to their destination over one of the worst shot-up areas in France, that section northeast of St. Mihiel. While unloading, "Big" Mays permitted a box of fifty hand grenades to slide through his arms and strike the earth. Describe his feelings? Impossible! To cap the climax, only forty-nine could be found, and they were working all around that spot! But the usual "B" luck was there and no catastrophe followed.

It was becoming more difficult each day to keep all the trucks on the road. They were all old and worn. There were no tools or spare parts. But, notwithstanding these difficulties, A and B received an enviable reputation, that of maintaining a larger percentage of trucks on the road than any other ammunition train in the sector.

On October 14th Sgt. McAllen was sent with five trucks to the Train engineers to haul rock. The ammunition sup-

ply was all transported and while resting the trucks hauled rock. It was a gay place, there east of Le Esparges, Vaux, and St. Remy. And gassy? Why, Fritzie had the wind in his favor almost every day for a month, and he used it. McNernie, Lemry, "Long Distance" Giles and several others came in one night and reported the front dirty with a strong odor of garbage. Of course the doctor had to treat them, it was gas they had been inhaling.

October 25th they got their first real taste of the life of the dark French Colonial troops. They moved to some narrow tin shacks on the main road just south of Verdun on the Meuse River. The colonial troops had left the day before. There were no bunks and no stoves, only a long stretch of dirt floor thickly covered with dirty, stinking straw, infested with cooties, mice, and other parasites. The shacks were not large enough to hold the company, so without much ado a canal boat anchored in front was "captured" and used. Here the old days of ocean travel were re-enacted. Submarine drill was held every night and anyone who did not answer his name was fined—a bottle of "vin blink."

From this location many a memorable trip was made up through that never-to-be-forgotten "east of the Meuse" and "north of Verdun," through Charny, Vaucherauville, Death Valley, over Dead Man's Hill, Crepion, Ormont Farm, Etraye, and up the canal to Consenvoye, Brabant, and Dunsur-Meuse, and other places. Wagoner Cutshall, the only man in the company entitled to wear a wound chevron, received his shrapnel wounds in this sector.

And it was here, near Samogneux, on Nov. 6th, that Sgt. McAllen and a detail of three trucks had a "pleasant" day. "Jerry" had blown up an ammunition dump the night before and it had to be refilled immediately. Trucks were taken to the supply dumps at Verdun and loaded. Here

A Co.'s detail joined them and all proceeded as far as Charny. It was necessary there because of the heavy artillery fire to send only a few trucks forward at a time. This worked without accident and all were taken up safely. But on the return, misfortune hit McAllen. A French truck ran into his second truck and broke a steering arm. The Frenchie continued going and collided with the third truck, breaking the radiator into many pieces. Fritzie all the while was making things lively, and then suddenly he added a sneezing gas to his gifts. Mac said he "nearly sneezed his head off, but nobody was hurt." Once again that glad note, nobody hurt.

It was raining almost constantly during these days and the roads were wet and slippery. A truck with solid tires had to be driven with more care than a touring car on a wet cement street. Corp. Smith, "Blimy," took one out over a narrow, high road with quite a sloping crown. At one point it narrowed until there were only a very few inches to spare and then came a bridge. He started sliding, but hit the bridge—with only the left wheels! It took only about five hours to get it out.

On November 9th the trucks had to go out as usual. The drivers had been working every day and were about "all in." It required strength and lots of it to keep a truck on those roads. It was decided to give them a rest and sent out a "non-com's special," as it was called. Every truck in the outfit was manned by a non-commissioned officer. They were all drivers, but had done little actual driving. The trip was made successfully and every truck came back in good shape.

It was thought that November 11th, the day of the Armistice, would be a bad day. Big action was expected, and, for the first time since the companies went into action, a

doctor was sent along. First-aid packets, rifles and ammunition were also carried. But the precautions were not needed. Everything went as usual. The trucks reached Etraye, where the advance dump was located, and then—SILENCE! No one will ever forget that silence. Not the silence of death, not the quiet that reigns in a home, nor that of forest places. But a calm, a peace such as only angels could bring, something indescribable and overawing.

Great was the rejoicing in "B" that day and many were the frances that said they would or would not be home by a certain date. Thanksgiving day was given as 2 to 1 against Christmas, New Year's, and Washington's birthday, all even money. And many a piece of money changed hands.

But work did not cease with the signing of the Armistice. Dumps had to be moved forward and established near the new lines, salvage had to be hauled back, and new equipment transported up to the troops. But work now was a pleasure, nothing to dodge, no shells to shock you, and, if you had them, lights might be used at night. It was like touring.

On Monday, December 2nd, they moved to Thierville, just north of Verdun, where they remained, working all the while, until the 21st, when another move was made to Ecurey, a village which the Boche had used as a reserve cantonment. About 8 p. m., Dec. 20th, the commanding officer gave Capt. Hitt instructions for the move of the "foot troops" of A and B companies. He had an excellent map and it was all so plain, no one could possibly miss the road. These troops should reach Azannes about 10:30 a. m., with only 17 kilometers to march.

The next morning at 6:00 a. m. the march started, skirting Verdun, Fort de Belleville, and Vaux. So far, very easy, only the country didn't look like the map. At Vaux the rail-

road east to Bezonvaux had been shot up and no trace left, so, following the compass in that direction across no man's land they found a path running north strewn with dead horses which looked as though it had been a road once. Taking a chance, they finally came to Bezonvaux, then went on to Ornes, and finally reached Azannes about 5:00 p. m. One truck was found there which had lost its way, so packs and rifles were put upon it and taken to Ecurey. Other trucks were sent back to pick up the men and supper ordered. This was certainly the hardest hike yet made by the company. Ask Sgt. Healy. A billeting detail had been sent forward to prepare billets. They built a large fire in an open fireplace in one of the billets, when suddenly there was an explosion, followed immediately by another that sounded like a "75." The fireplace had been "loaded." The billeting detail went out of the windows like so many rockets, expecting each minute to see the walls come tumbling down. That did not happen, however. It was a loosely put together job and resulted only in several broken billets and a ruined fireplace.

Christmas was spent in Ecurey cleaning up the town. On the 27th another move was made towards Souilly. This also was a hike with trucks following! It rained continuously and was cold and windy. The night was spent in Belleville and the march concluded the following day. A motorized organization HIKING, with TRUCKS following the column at about three miles per hour!

The stay in Souilly was for about three months. It was a time of monotonous cleaning and assembling of trucks and hauling everything from personnel to machine-gun carts.

When at last came the final moves to Andelot, Pont-Rosseau, St. Nazaire, and the U. S. S. *Minnesotan*, celebrating was high. But it was really in effect harmless. Speaking

of effect, "Long Distance" was asked if he could tell the difference between two particular kinds of drinks. His answer was that he did not drink to tell the difference, but for the effect!

The trip home was monotonous and long. There were no drills or exercises and no lounging room. The vessel was an old converted "tramp" and far from a pleasure yacht. There was much seasickness, for several days men were using the rails continuously day and night. And rough? While the sea did not wash the decks, it kept the ship bobbing up and down and rolling back and forth at the same time. There was considerable amusement on the last few nights, boxing, pie-eating contests, finding the coin in flour contests and others. The K. of C. distributed on several occasions cigarettes, tobacco, gum and candies. The ship carried good "chow" and it was clean. From habit the men all growled about the slow speed of the *Minnesotan* and the long trip across, but there was not one but would have been willing to travel in a sailboat if necessary to reach home.

"WHO SAYS WE WERE NOT GLAD TO GET BACK?"

COMPANY C

COMPANY C STAFF

Captain, John B. Thayer, F. A.

1st Lt., Thomas E. Vereer, Inf.

2nd Lt., Irvin J. Hittner, Inf.

1st Sgt., Joseph A. Golden.

Mess Sgt., Roy W. Cramer.

Supply Sgt., Henry Weilenmann.

Company Clerk, Sgt. George M. Wolf.

Gas N. Co. Corp., William J. Handschumacher.

Truck Despatcher, Matthew J. Dalton.

COMPANY C, one of the pioneer companies of the Train, during its infancy days at Camp Meade, Md., was not only placed on a standard basis of Organization, but was soon setting a pace in efficiency, discipline, workmanship, and athletic sports that not another company in the Train could at any time equal or better. This may sound like self-praise, but in comparing facts and the commendations C Company received from every commanding Officer the Regiment has had, we feel justified in a bit of boasting. This record, although upheld by the men of the company, we owe mostly to our Company Commanders, Captain Leslie Carner, Captain John B. Thayer, 1st Lieutenants Harry C. Bates, Thomas H. Nimick, Thomas M. Montgomery and Leigh C. Levering, whose first and last thoughts were always for the efficiency and welfare of the company in general.

The company, like others of the Train during its training days at Camp Meade, Md., through transfer and replacing of men, had but one-third its quota. Not until leaving for France was the Company filled to its war strength, with men from almost every state of the Union, and our staff of officers included Captain Carner (Pop, as he was referred to), 1st Lts. Harry C. Bates and Thomas M. Montgomery.

While en route on the *Haverford* we discovered our Company humorists, Wagoner Charles C. Armentrout (Hercine) and Pvt. Rufus Clower (alias Lulu). Their witty humor assisted greatly in keeping up the smile spirit of the Company, and especially so during our ten months of soldiering in France.

Through England the company events were of no great importance, except the "Rest Camps" (?) and beautiful scenery we experienced from Liverpool to Southampton reminded one of a sight-seeing tour instead of travels toward the Front in France.

Our Company photograph may seem odd with such a collection of mascots as the mandolin, hand-bag, and Mike-the-terrier, but each in turn had its prominent part during the company's many events. The mandolin was really an interlude of the company's daily duties through Camp Meade, Maryland, England and France. At the Front it earned a wound stripe, being found under a large case of corned willy (overseas chicken). Like a good soldier, after being bandaged with adhesive plaster it continued its jazzy strains until the day when it was laid away as a souvenir "de la Guerre." 1st Sgt. Joseph Golden's hand-bag also shared joy and abuse during its career through the States, England and France. Our first pay in France was carried in it, and it played a still more prominent part when an inter-social club of the company was formed at St. Leomer,

France, the W. B. S. This social's events must remain secret to all but those who shared in their many good times, but one need not extend his imagination very far to grasp the significance of the W. B. S., especially in going over the aliases attached to each of the following members:

“Sip ‘em.”

“Premier” (never took time to sip ‘em).

“Chemise.”

“Narrow Gauge.”

“Scotty Grand Pere.”

“La Blott.”

“Double Time H.”

While at St. Leomer and La Courtine, France, we experienced our intensive training and had men and trucks detailed to all parts of France. During one of these detailed motor trips to Le Havre we had our first sight of Hun aeroplanes, and went through an air raid without a casualty. In the replacing of officers at this station, St. Leomer, Lt. Montgomery was assigned to “D” Company of the Regiment.

La Courtine, France, we had our “Quelque Parti de France Dinner,” a reminder of the days when our letters read “somewhere in France.” Leaving La Courtine for the Front the company was divided into two sections—one section in command of Captain Leslie Carner bringing up our motor equipment and the balance and greater part of the company went under command of Ist Lt. Harry C. Bates via the route “40 Hommes and 8 Chevaux.” The latter section of the company was the first to arrive in the theatre of war on November 3rd, 1918. Our motor equipment did not arrive in time for us to operate as an Ammunition Train; therefore we were sent to Baleicourt Woods, near Verdun, to await orders. Remaining here until November

4th, 1918, we were finally sent up to relieve a section of the 304th Engineers at Cote du Talou, who were assisting a section of the French Engineers. Here we remained during the Meuse-Argonne Offensive until the day after signing of Armistice Terms, constructing a narrow gauge railroad near Death Valley, burying the dead, fighting the mud and cooties and experiencing the occasional visits of Hun aeroplanes.

November 12th, 1918, we were ordered to a hill about a kilometer and a half about Samogneux and about 15 kilometers N. W. of Verdun, a hill we called Muddy Ridge, for here we did everything in Mud but eat it. Also on this day a section of the Company, under Captain Carner, rejoined us and our motor equipment was distributed among the other motorized units of the regiment and the division. Despite the mud on this hill, in a few days the entire company was comfortably dug-in. The greatest comfort we enjoyed here was Cootie Hill, a building erected by our force of expert carpenters from material salvaged by the company in the vicinity from Hun dugouts.

The most sad event the company experienced and its only fatal casualty on French soil was the death of Private Amos M. Warfel, who on November 20th, 1918, was killed while working beside a road the company was repairing, almost directly in front of our station on Muddy Ridge. A truck in tow, suddenly breaking its steering control, ran off the road and ran directly into Warfel, killing him instantly. Such an untimely death was indeed a sad affair to the entire Company, for we were still rejoicing over the cessation of hostilities and looking forward to that home-coming. We recall part of 1st Lt. Harry C. Bates' sermon at Warfel's grave. "He died as nobly serving his country as our fallen heroes on the battle line and, instead of his return,

we bring back memories of him and the high regard in which he was held by his comrades and officers and memories of his grave beside the River Meuse."

November 23rd, 1918, Captain Carner, who had been subject to attacks of influenza, was ordered to the 315th Field Hospital, Glorieux, France. A few weeks later he regained his health and was assigned to the 3rd Army Corps, Army of Occupation, Germany.

Captain John B. Thayer, formerly commander of Company "D," who had been acting Adjutant of the Motor Battalion, was assigned to us at Muddy Ridge on November 20th, 1918. This was indeed joyous news to the entire Company to have Captain Jack (as we referred to him) our new Company Commander, for he not only encouraged us in keeping up our record in the Train, but greatly assisted us in gaining the many added laurels we received until the day of disbanding. Our Staff of Officers now included Captain John B. Thayer and 1st Lt. Harry C. Bates, also 2nd Lt. Cyrus G. Martin, who was assigned to us on December 12th, 1918, and who in a few weeks was transferred to the 154th Field Artillery Brigade, 79th Division.

During our next move to Ecurey, December 21st, 1918, our former Mess Sgt., Willis R. Hess, met with an accident by falling from a truck, severely wrenching his legs, causing him to be transferred to Evacuation Hospital No. 15, Glorieux, France, and later he returned to the United States as a Casual. Mess Sgt. Hess and his Staff—Cooks Gray, Cramer, Brown, Schafer and Barnett, cannot be praised too highly, for, regardless of conditions and time of day, their stovepipes were always seen belching forth smoke which meant "beaucoup" eats for the company.

Of all the outstanding events of the Company none can compare with those happening at Souilly, which village we

entered December 28th, 1918, after a forty-mile hike from Ecurey through a blinding hail and rainstorm. Here we received our Motor equipment and the three months spent at this station were devoted to the delivery of personnel and the hauling of equipment and rations to not only the vicinity but throughout France. Our force of auto mechanics and drivers, under the supervision of Sgt. Mechanic Rowand, Sgt. Gallagher, Corps. Hafner, Wickward, Randall, and Terry, were so successful in the upkeep of our trucks that the company could boast of having the most trucks in operation with the least amount of repair. Many such examples of workmanship the company continually delivered. Another feat performed by our force of carpenters, namely:

Corp. Roy W. Hafner (Dutch),

Wagoner Elmer Whitman (Reds),

Wagoner Charles Armentrout (Here me),

Wagoner Daniel B. Zimmerman (I heard you, Sarge),

Pvt., 1 cl., Harold W. Carpenter (Wood butcher),

Pvt., 1 cl., Anderson G. Ritter (Slim),

was the erection of a Mess Hall 150 ft. long, 20 ft. wide, and 15 ft. high, with seating capacity for the entire company, and this they completed in the record time of five days. Not only were they personally commended for this work by our Lt. Colonel Walser, but also received praise from our Commanding General, Joseph Kuhn, who claimed it was the best Mess Hall in the Division at the time. Still another outstanding bit of workmanship was the painting of trucks, etc., by Corp. Jack Dalton (truck despatcher) and the lettering and sign-painting by Corp. Handschumacher (alias Gas), Company Gas N. C. O.

The departure of 1st Lt. Harry C. Bates (an Ace, as we called him) from the company to attend one of the French colleges was sad news to all of us, for everyone had

a profound feeling of admiration for him, as he was one of the finest types of officers and a charming, cultivated, witty companion to the plain soldats.

Again in the replacing of Officers, 1st Lts. Leigh C. Levering and Thomas E. Vereer (Silent Pete) were assigned to the company, January 28th, 1918. Lt. Levering (Pilot Jack), a most democratic type of Officer, soon won his way to our hearts, and his untiring efforts for the welfare of the men and efficiency of the company will never be forgotten. With him came Mike-the-terrier, who soon became the acknowledged mascot.

Moving in trucks from Souilly to Andelot March 31st, 1919, was a big chapter in the company's history for one reason, because on this day we ceased to be a WALKING MOTOR COMPANY. Our Farewell Dinner "Part'i Tout de Suite Dinner" in this town far exceeded the one at La Courtine, partly due to some of Chaumont's Specials. One of the features during the entertainment was the resurrection of Biles, demonstrating his clever footwork, and another pleasant surprise was the unexpected arrival of Lt. Bates.

We travelled once more via box car to Pont-Rosseau, April 23, 1919, our last Billet in France, and finally to St. Nazaire, May 13th, the port of embarkation. While at Pont-Rosseau many incidents peculiar to our company took place, such as midnight boat rides and baseball games between the "wets and drys," and many other incidents too numerous to mention but which the readers will recall when seeing the name of Pont-Rosseau. At St. Nazaire time was so occupied with inspections that other incidents were almost impossible, with the exception of grabbing the favors extended by the Y. M. C. A., Red Cross, K. of C., and the Salvation Army.

In our brief history a few men have been mentioned by name and if space were available individual mention would be made of the good work done by all men for the efficiency and harmony of the company.

The Esprit de Corps was excellent.

Finally embarking on the U. S. S. *Minnesotan*, 4:00 p. m., May 15th, 1919, sailing from port on the 16th at 4:00 a. m. and after a more or less stormy voyage extending over a period of fifteen days, we arrived at Charleston, South Carolina.

COMPANY D

COMPANY "D," the happiest in the Regiment, came into existence on the morning of September 26, 1917. It was formed from boys of Chester County and the City of Chester, Pennsylvania.

After a few wild nights in barracks C-26, at Camp Meade, Md., it was decided to move us to a less thickly settled part of the Camp, so that our noise would not disturb the slumbers of our fellow Companies. It was on the morning of October 4, 1917, that we were moved to V-4, in the heart of the woods, far from any of our neighbors. Several boys from Philadelphia, Pa., and Montgomery County, Pa., joined us in this building.

It was during our two months' stay in this building that we were taught how to be soldiers. We worked from early morning till late in the evening, doing squads east and west, often wishing that it would rain so we could listen to a lecture; but our wishes were seldom gratified, excepting one afternoon, while out on a hike, we were caught in a terrific rainstorm when within half a mile of the barracks. Of course it was not the kind of storm we wished for, because it was necessary for all to change clothing, and some of us did not have extra articles, so had to stay in bed the remainder of the afternoon.

We received our first issue of rifles, fourteen in number, while in V-4, and it seemed to be the Sergeants' pleasure to command the first fourteen men, "right face, column right, march; upstairs to get the rifles." None of us envied the first fourteen, because at that time a rifle did not seem to

fit our shoulders and it meant cold fingers for the ungloved hands on those frosty October mornings.

We had our first Company feast while in V-4, it being a Thanksgiving dinner. Many of our pals were fortunate enough to get passes and consequently spent this holiday at home, but those less fortunate spent a very happy day in this old barracks.

Early in December, 1917, we moved to W-122, which proved to be our winter quarters, in fact our last home, until we sailed for France in July. Many of our original members were transferred from the Company while we lived here. With a Company strength of forty members, we continued in existence from March until July, 1918, when we were filled up with replacements from various sections of the Country, mostly boys from the South. Our chief worry while in this building was to pass inspections so we would not be deprived of our passes. Many methods were used to elude inspections, viz.: to be on detail and hide our rifles in our cots. Sometimes we were unfortunate enough to have our name taken, consequently no pass.

We were quarantined for meningitis while in this building, one of our pals having contracted the dreaded disease, but we are glad to say that he recovered and will be mustered out with the rest of us. The first night of the quarantine we were all pretty badly scared, so we had some wild times to pass the evening, poker and craps being the favorite until one of the boys had all of the money, and to our despair his wife visited him the next day and collected.

Death removed our good Comrade, Ted Barker, from our midst while in this building. It was a very sad blow to us, as he was loved by everyone in the Company.

In this building most of us became very efficient at fire drills. Many an evening someone would have a bucket of



Co. D. on the hike to Ecurey



Detail, Schwab, Carr and others building shack



Co. D's kitchen, Death Valley



Co. D.'s Camp "in the mud," in Death Valley



Detail building shack, Death Valley,
P. C., Co. D



Lts. Nimmo and Stephenson in front
of Dugout, Death Valley

water thrown on him while sitting on the steps at the entrance to the building. Then the drill would start, the hallway fire extinguisher playing a very important part in extinguishing the burning desire of many to get even with the one who had thrown the water. Then the police detail would get busy so that the building would be spick and span for the daily morning inspection.

Every one chipped in and prepared a big dinner in celebration of the Fourth of July and our early departure "Overseas." We had a glorious feast. Many replacements arrived that day, and, to our regret, we were unprepared for them. So while we were enjoying a banquet, they were eating the good old Army ration.

After many days of bustle, hurry and anxiety we sailed for France. After landing on foreign soil, with the exception of many new experiences, little of importance happened until the latter part of August, 1918, while the Company was in St. Leomer, France. Then ten of our pals were transferred to a motor school.

After a rather adventurous time one of them returned to the Company in February, 1919.

At La Courtine, France, the Spanish "Flu" hit us harder than any other Company in the Regiment, but luck was with us and we did not lose a man. At this place the Company distinguished itself by having more members in the Regimental Band than any other Company. While here also we were kept busy night and day hauling shells for the Artillery, but some of us found time to haul some awful "loads" of vin rouge. One of our pals, who had been carrying this variety of ammunition, was so fatigued on Sunday afternoon that he had to lay down to sleep. When mess call sounded we could not wake him. Thinking him dead, we blew "taps" over his "dead" body and others decorated him for

his long journey.

One Saturday afternoon three Sergeants and a Lieutenant started out with an Austin on a hunt for eggs for Sunday morning breakfast. After running all afternoon they found the eggs, but on the way home, after it had grown dark and started to rain, the gasoline ran out. Consequently the four hunters slept in a hayloft and the egg breakfast was postponed until Monday. Moral: while thinking of your own "tank," don't forget the Austin has one.

In the contest for the best barracks and kitchen Co. "D" won second place.

After we reached the front we were put on detached service with the Engineers Corps. We marched from a rest camp one evening, after it had grown dark, and reached our destination, which was about six kilometers northwest of Verdun, about midnight. That night we slept in a field, a few blades of grass being our bed and the starry sky our roof, the roar of the cannon echoing in the valley and the flash from many guns illuminating the sky. When morning came we found ourselves among the ruins of a destroyed farm. We immediately set to work and found homes, which were mostly holes in the ground, some holes being beneath the graves of soldiers who had fallen early in the great conflict.

Our "houses" were spread over an acre of ground, so our bugler had to use a great deal of wind to get the boys up in time for a formation.

Our first job as engineers was to build an ammunition dump. This we never completed because the Huns were retreating so fast that had we finished the dump it would have been too far to the rear to be of any use. We were living on this farm when it was rumored that an armistice had been signed at two on the afternoon of November 7th.

Not hearing the roar of cannon that afternoon we believed it had been signed, until that evening, when the roar started, and just as we were about to crawl into our beds an officer came rushing in and ordered us to "fall in" to go after wounded on the battlefield. After a hurried formation the boys left in trucks for the battlefield, the ride being the most weird in the experience of the Company, the trucks keeping to the shell-torn road until further progress was impossible. The remaining distance to the battlefield, which we reached just before daybreak, had to be covered on foot. After searching all over the ground no wounded were found, but this was our first glimpse of the dead lying about the fields and woods after the battle had ceased. Many of us will carry this mental picture throughout the rest of our life.

The following Sunday, which was a beautiful day, we hiked to Death Valley, and camped on the side of a mountain, near the ruined village of Haumont, which is about twenty-five kilometers northwest of Verdun. After we had pitched tents and had mess, it began to get dark, so we crawled in our tents, the few having candles spending the early evening reading or writing. The less fortunate had to "turn in," but very few of us slept that night because just after dark every cannon for miles around opened up, and without intermission never ceased firing until eleven o'clock the following day when the armistice was signed.

That morning some of us were repairing roads and others burying dead and when that deadening roar stopped every one was dazed, because they realized the war was ended. The war ended, we continued to bury the dead that had fallen on the fields in our sector. After every friend and foe had been laid to rest in his earthly home, we cleared a

part of the battlefields of all equipment that had been scattered about during the final dash to victory. It was during our search on the battlefields that we found "Salvage." She was a German messenger dog, having the message container fastened to her collar. She was nearly starved, but after a few days of good feeding she regained her former vitality and became the pet of the Company.

About a week after the armistice was signed rumors started about going home. They never stopped until we boarded the transport in May.

Of course we were now allowed to have plenty of lights and fires, so everyone began to remodel their homes, there being many different models, viz., the shelter tent, one-room blanket and metal houses, dugouts, and some with cellars. Every home was lighted with candles and had a comfortable fire. We had some very disastrous fires and having no fire department, the victims consequently barely escaped with little of their property. Of course we had two very experienced firemen in the Company, but they did not prove their ability until later. We used cannon powder to start our fires, as paper was rather scarce and the flame from powder would catch the green wood better. One of the boys would drop a few pieces of the powder down another's chimney. There would be a sudden burst of flame in his tent. He would be frightened and rush madly out, thinking same on fire, only to be laughed at by the jokers. Some would put an empty tomato can over another's chimney and smoke him out. All these jokes helped liven things up in lonesome Death Valley.

At Eurey, France, a Lieutenant and several of the boys of the Company fitted up a bath and on Christmas Morning the entire Regiment was treated to a shower bath as a present, the first real bath for nearly three months.

In January, 1919, while stationed at Souilly, France, one of the barracks, which was occupied by part of "D" Company, caught on fire from a defective flue. In a few minutes the building was a mass of flames. With rifle cartridges exploding, it was a very lively scene, the men escaping by jumping through the windows, many losing all their belongings. But for the brilliant work of our two experienced firemen the entire camp would have been destroyed. We lost our mascot "Salvage" in this fire. Being unable to find her master, she ran back into the building and was burned to death, her charred body being found the next day lying beneath the remains of her master's bed. Everyone mourned the loss of this faithful and heroic dog.

Another loss was greatly felt when death removed from our midst Michael J. Duff, Jr., of Ardmore, Penn. He contracted pneumonia and died in a Paris hospital February 3, 1919, at 5:30 a. m. He was one of the old members of the Company and was well liked by everyone. He was always happy in spirit, no matter how gloomy things seemed.

It was while we were stationed at Souilly that the Company distinguished itself by being able to keep more motor trucks available for duty than any other Company in the Regiment.

When spring came the baseball fever came with it, so three Company teams were formed, namely, Non-Coms, Wagoners and Bucks. Because of a hurried order to proceed to a seaport only two games were played. These were played on a large estate in Andelot, France, between the Non-Coms and Bucks, the Bucks showing their superiority by defeating the Non-Coms in hotly contested games, the unfortunates not having a chance to show their ability, which promised to be very good.

The last days of our waiting for a transport were spent

in an old dye works, near the city of Nantes. Every one realized they were soon going home and were naturally in high spirits. Many friendly wrestling bouts were staged, mid the cheers of the onlooking pals. Beds were not respected, the wrestlers scattering them in all directions during the tussle. Every time an Orderly would enter, the room would resound with cheers, such as "Hurrah, here's the sailing orders." During these last days of our stay in France we spent most of our time hiking through the countryside or standing inspections, which were about as numerous as rainy days "over there."

Even though our life, while in the Company, was filled with sacrifices and troubles, many happy hours were spent together and by association many new friendships formed.

With the happiness our return to civilian life brought us, as we answered the roll call as a Company for the last time, a feeling of sadness dwelt upon us as we said "Good-bye" to each other, perhaps for the last time.

Thus Company "D," the happiest of the Regiment, passes into oblivion as a military unit, but its soul will live until the last member sails "West."

COMPANY "E"

A HISTORY of any organization should be a record of all events and happenings since its beginning. Our history is replete with numerous incidents which we would like to relate, but owing to the brief time for preparation and the limited space allotted we will be compelled to omit much which the author would be pleased to make a matter of record.

In September, 1917, shortly after the first lot of National Army men arrived at Camp Meade, Company E was organized with Capt. John T. Little, 1st Lt. Karl L. Belt and 2nd Lt. Joseph A. Thomas as Officers. For a few days the Company consisted of about forty men, all from Chester County, and was located in barracks C-16.

We were then moved to barracks D-24, where we were filled up to full strength with men from Berks, Montgomery, Delaware and Philadelphia Counties.

Here our Army life began in earnest and the course of intensive training was entered upon without delay and in a very strenuous manner. Who will ever forget those interesting days of our early Army period when all were "Rookies"? How busy we were getting acquainted with each other, forming new friendships, trying to acquire correct Army habits and a proper military bearing, doing our best to be serious and learn the drills, but always finding some opportunity to laugh at the awkward mistakes or humorous expressions of someone.

Our stay in barracks D-24 was short, as we were there but a couple of weeks when we moved to C-36. It was while

here that we took up for the first time our training in bomb throwing, bayonet practice and guard duty. During all this time our Officers were working very hard with us and their untiring energy and patience, coupled with the earnestness of the men, was bringing excellent results and we were fast assuming the appearance of a well-drilled and disciplined organization. We were very fortunate in having for our Commanding Officer during these days, Capt. Little. His long experience in the regular army fitted him admirably for training a young organization and his thorough knowledge of all things military was of the greatest benefit to us. How he would strike terror to the heart of some erring "rookie" with his snappy exclamations of advice, which always struck home! The monotony of our strenuous life during these days was somewhat broken by visits from our relatives and friends on Sundays. How we did enjoy those visits of the home folks with their baskets laden with cake, chicken and all things in the line of good "eats." And then came Hallowe'en and we decided to have our first social affair.

What a wonderful eve that was, starting with a bountiful supper in the gaily decorated mess hall and continuing throughout the evening with a very high-class talent along entertainment lines. Thanksgiving day was fittingly observed by those who remained in camp while their more fortunate comrades were enjoying the day with the home folks. About December 1st we moved to barracks W—, which was to be our permanent home in Camp Meade. This move was appreciated by all; it brought us close to our Regimental Headquarters, Canteen and trolley station.

Soon after arriving at our new quarters we received our first consignment of horses, and how well we remember that cold, stormy day when we brought them from the Remount

Station, and what a time the boys had with those unbroken broncos before they succeeded in getting all of them safely within the home corral. Then began those never-to-be-forgotten days of grooming by detail on the picket line with the thermometer at 15 degrees below zero and the interesting and exciting days in the bullring. About February 1st Capt. Walter E. Caten became our Commanding Officer, relieving Capt. Little, who was made a Major and placed in command of the Horsed Battalion. We regretted the loss of Capt. Little, but rejoiced in his promotion and were pleased to have him as our Major. Our Caissons began to arrive in February and we were soon going through the double-time movements of Caisson drill and learning the parts of the Caissons. Our training from this time on consisted almost entirely of horsemanship and Caisson drill. Many excellent horsemen were developed and in a comparatively short time all the men were handling their horses as though raised on a ranch. One variation from our routine work was the period spent on the rifle range, and I'm sure no one will have difficulty in recalling those bitter cold days when we left the barracks early in the morning, plunged through the snow to the range and remained until late in the day. Many excellent scores were made and we were rated as very good marksmen. In the latter part of April Lt. Belt was promoted to a Captain and placed in Command of the Company, with 1st Lt. Ernest M. Hurd and 2nd Lt. Joseph A. Thomas completing the Officer Personnel. These officers were permanent and remained with the Company until after the armistice. Capt. Belt had been with the Company since its organization and his interest and loyalty soon brought results, and developed the organization to a high state of efficiency which it has always maintained and for which it has been highly commended on numerous

occasions. As our memories go back to those busy days of the spring and early summer of 1918 we recall many things of interest such as the long two-day hikes with a night in the pup-tents giving us a taste of the life that was to come when in active service, those hot days spent in the clay pits or tamping in the stables, getting up at night and double-timing to the stables to tie up the horses because of rain or catching some that broke from the corral.

Surely no one has forgotten the night when all the horses broke out and roamed all over the surrounding country for many miles, two of them being killed on the railroad. Some excellent work was done in rounding them up and much credit was due several men for their excellent work.

About July 1st we received the long looked-for order to prepare to go to France and much enthusiasm was aroused at the prospect of active service so near at hand. The last couple of weeks spent in Camp Meade were full of activity. We worked day and night packing up, getting all equipment and putting everything in readiness for the day of departure.

A few days before we left we received quite a lot of new men, filling our Company to full strength. The new arrivals were from all parts of the country, but chiefly the South. Our Company as now constituted was very cosmopolitan in all respects.

A majority of all the states and many nationalities were represented in our personnel and almost every trade, profession and industry had a representative. We had the ideal makeup for efficient service, as no matter what was required we always had someone who could do the thing well.

As the days for leaving approached we could not help but look back over our many months spent in Camp Meade and recall our many experiences while there, some pleasant and

others not so pleasant but all a part of the great game, and our feelings upon leaving were mingled with joy and sadness; joy at the prospect of an early opportunity to do our bit in the great world struggle and sadness at the thought of leaving all of those who were so dear to us. At last the Historic morning arrived and we detrained for Philadelphia, where we embarked on the *Haverford* and began that memorable voyage with its ever present danger of submarines and then the day when we had our real attack and fight.

Liverpool, Knotty Ash Camp, the long hike to Southampton, crossing of the Channel and Le Havre present themselves to our minds in rapid succession.

Our first couple of days in camp followed by our first long ride in box-cars are vivid in our memories. This ride brought us to Mt. Montmorrillon and then another long hard hike to our training camp at Cardonne. Here we put in four weeks of the most strenuous kind of drilling, but this camp was possibly our most pleasant period in France, as the weather was fine, though very hot. While here we took our first real French lessons and formed associations with our French brothers and sisters. About four weeks' training here put us in the finest kind of shape and we were now ready for real service.

We left Cardonne and proceeded to La Courtine, where we joined the 154th Artillery Brigade to keep them supplied with ammunition.

While at La Courtine we made good progress with our training with gas-masks which was very necessary, although somewhat unpopular with the majority.

Color was lent to our training at this period by the almost incessant bursting of shrapnel and high explosive shells on the artillery range and by the fact that we were hauling

ammunition for this purpose to the 310th, 311th, 312th Field Artillery.

During our stay in La Courtine, revolvers and pistols were issued to those who were required to carry them, and we had our first target practice on a 25 yard range, with a fairly satisfactory result. About this time an epidemic of so-called Spanish Influenza was making itself evident all over the world, but our Company was fortunate not to lose any of its members, although several contracted the disease.

In this camp our company baseball team, which was in very good form, had the distinction of beating all teams in the Regiment.

Our Company during its spare hours had been diligently preparing its ammunition caissons for actual warfare, seeing that all running gear was well oiled and in good shape, and that the harness was in first class condition, but a very unwelcome surprise was in store for us, as, before we left, our caissons were turned over to the artillery, who eventually reaped the benefit of our care and diligence. However, this was accepted in the same spirit that we resigned ourselves to all other reverses. It was evidently for the good of the cause for which we were working and for that reason in the interests of all concerned.

On the 30th of October, after having for some time entertained doubts that we should be in time to see the finish of the "Great Game," we were overjoyed to hear that we should embark on the morrow on the last stage of our journey towards the front, which was accomplished by our usual mode of transportation, namely the French box-car. Hommes 40, Chevaux 8.

On our journey we saw increasing activity and war preparation in every succeeding area, which assured us that at last we were drawing near to the climax of our twelve

months of drill and physical training.

On the third day of our journey we witnessed the exciting spectacle of aeroplanes appearing out of nowhere and firing at something, which was to us invisible. About 7 o'clock on the same evening and after darkness had fallen we saw repeated flashes in the distance and heard the dull boom of heavy gun-fire.

Shortly after this we reached our destination which had previously been a complete mystery to us and which proved to be the railhead of Dugny, a small and war-scarred French village. From the railhead we were conveyed in complete darkness to a small church, which was to be our sleeping quarters for the night. On the following afternoon we were assembled in heavy marching order and started on a hike to Baleicourt, a French camp situated in dense woods, which excellently prevented observation from the enemy.

During our hike to this camp, we witnessed a great excitement, the bringing down of an American observation balloon by a German airman, who succeeded in escaping in the direction of the German lines, but who was subsequently brought down out of control by one of our aviators. Our stay was two days in this camp, and plenty long enough, as the mud was knee deep. While here we experienced our first air raid, all lights were extinguished while we listened in the dark to the hum of the motors overhead, which was only seconds but seemed like hours. This together with the return of the French artillery from neighboring sectors made us realize that we were rapidly approaching active service. It was about four p. m., when rumors spread that we were to leave for the front and be attached to the 304th Engineers, for the purpose of repairing shell torn roads. At 5 p. m. of the same afternoon wagons were loaded to their utmost ca-

pacity with men formed in heavy marching order for a long and weary hike towards No Man's Land. After walking along muddy roads for several hours, we were brought to a halt and the rolling kitchen was pulled into an adjacent field and a hot supper served. It was here that we were supplied with a guide and marched off as a single company and divided into three platoons so that if Fritz slipped one of his G. I. Cans over our route, all wouldn't suffer. After weary hours of hiking through muddy roads, we branched off through a shell torn field to what was once a woods and which proved to be our abode for two days. At dawn we were awakened by the barking of the artillery, whose shells were whizzing over our heads. Space for pitching shelter-halves was scarce as the ground was perforated throughout with shell holes, so the majority dug in and camouflaged over. Located as we were on the brow of a hill necessitated us to going to mess in squad formation, as we were in clear sight of the Boche. Our duties here being attached to the 304th Engineers consisted of the construction and repair of shell torn roads and repair of the locks of the Meuse Canal which the Germans had used to good advantage in transporting material and had blown up upon being forced to retreat. This work continued until after the signing of the Armistice. We were then detailed to remove the camouflage and do general police work and salvage throughout the area. During this time we had become quite comfortably quartered in ruff shacks, which seemed to be destined to be our permanent home, and at a general inspection our commanding officer was highly complimented on the improvement of sanitary conditions. We remained here from November 8th to December 21st, when we moved several kilometers up Death Valley to Company G. On the following day we moved on to Ecurey, a small village which for four

years had been in the hands of the Germans and used as a prison camp by them. Here we spent a more or less Christmas Holiday.

On December 27th, instead of moving into Luxemburg, as had been rumored, we started on a return march, stopping over night at Verdun, on the following day arriving at our destination, Souilly, having marched 52 kilometers, with full pack and in a heavy rain.

The entire Division was being assembled in this area, Company E being placed on Special Duty at Divisional Headquarters, where we operated a Fire Department and attended to the general police of the camp, our Commanding Officer being appointed Camp Commandant and Fire Marshal. While here our Fire Department was commended for extinguishing a disastrous fire belonging to Q. M.

Here Lt. Thomas became detached to attend Grenoble University, and Lt. Haupert, a C. A. C. officer, became attached to our Company. When the Division moved out we policed the entire area covering a space from Verdun to Bar-le-Duc.

On April 15th we left Souilly by motor-truck, arriving at Andelot the same date, knowing full well now that we were to depart for the States. We left Andelot April 21st for Rimaucourt, from there by the box-car route to Nantes, where we were billeted in a large German dye works. All necessary arrangements as to equipment and records having been complied with, the organization having passed a successful inspection by the S. O. S. Base Sector Inspector, May 13th, we entrained at Nantes for St. Nazaire, arriving the same date, where we were personally inspected and deloused in Camp Nos. 1 and 2.

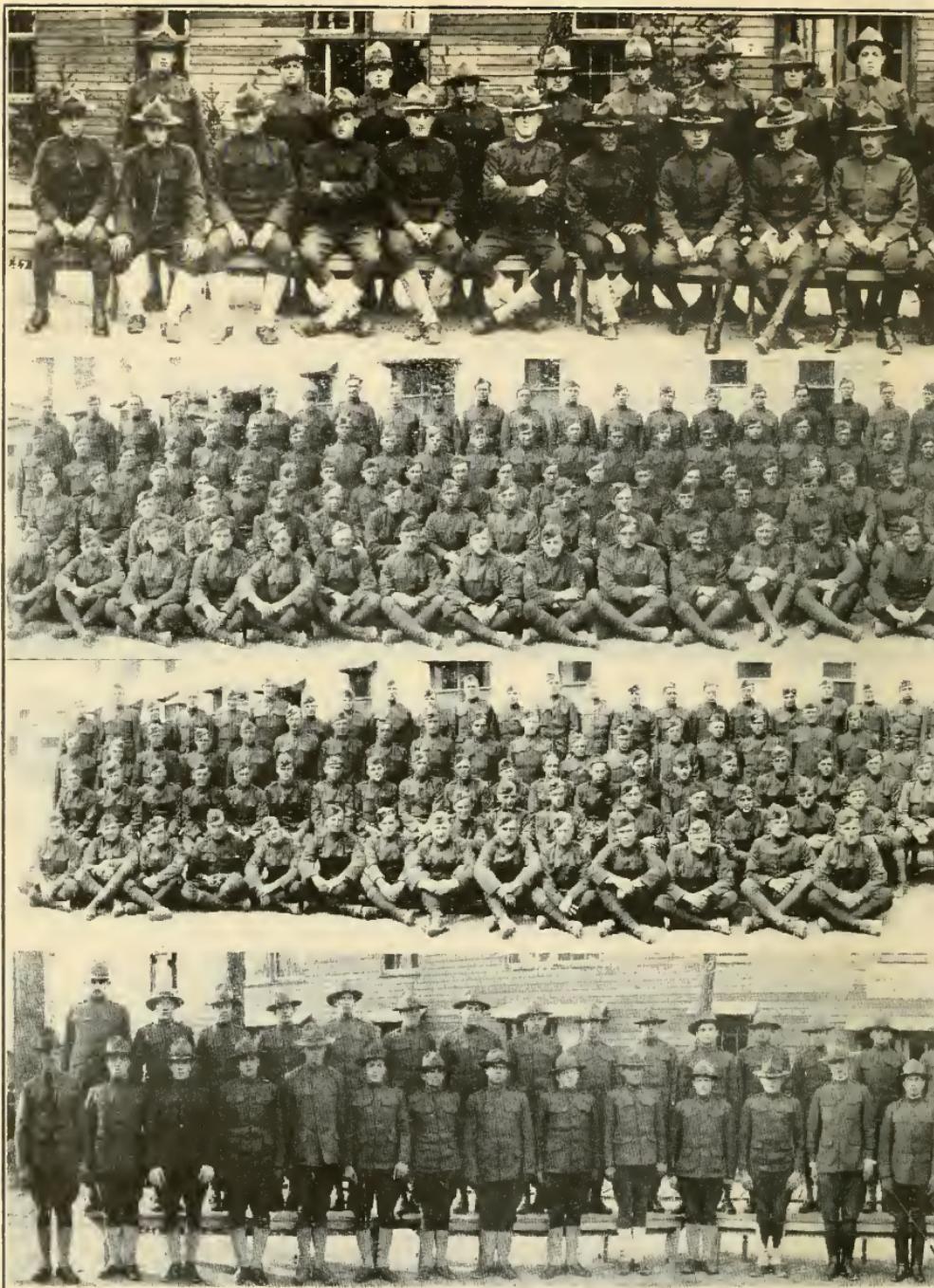
May 15th we went on board the U. S. S. *Shoshone*, and on Friday, May 16th, we steamed for the U. S. A.

“GALLOPING F”

COMPANY “F” was organized in the latter part of September, 1917, but was not a concrete nor working organization until after the first week in October, 1917, when it received its first large contingent of men. The receiving of nearly 190 men from the 12th and 17th Training Battalion of the 154th Depot Brigade necessarily made it a working organization and Headquarters speedily made up a schedule of training and duties to fit the men for their career as soldiers. The uncertainty of just what an Ammunition Train was (its duties) and the framing of an adequate organization to meet the demands “Over There” caused the designation of the Company to be changed from Company “F” to 2nd Caisson Co., then to Caisson Co. No. 2, and later back to Company “F,” which it carried for the balance of its career.

The officers immediately took up the training of the recruits and from the very first it became apparent, from the high calibre of the men, that the company was destined to be, and later actually became, one of the best and most efficient companies in the regiment. As early as November, 1917, they had won an acknowledgement of their merit from the Regimental Commander for their showing on the drill field.

The plan of training consisted of physical exercises and long marches (hikes) to develop the muscles that would be needed later in the hardships of a soldier. Then was taken up the rudiments of Infantry Drill: the facings, the steps, the squad movements, the duties and position of each man

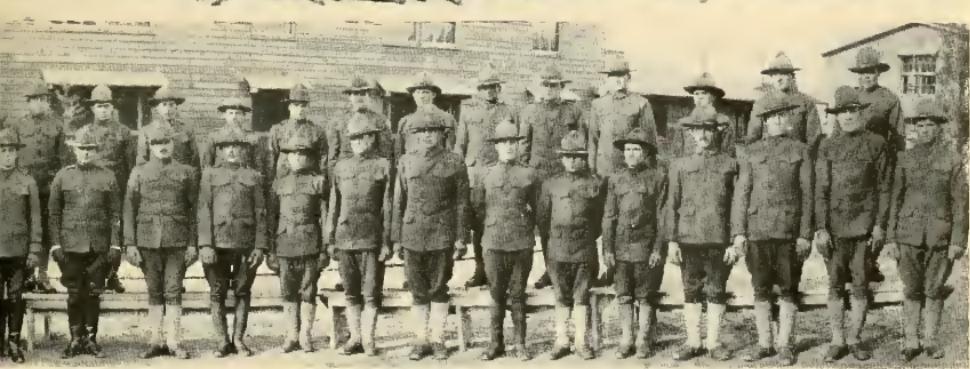


COMPANY A, CAPT. GEORGE M. CANNON, Commanding

COMPANY E, CAPT. K. L. BELT, Commanding

"GALLOPING F," LT. WILLIAM F. HALLSTEAD, Commanding

COMPANY G, CAPT. THOMAS H. NIMICK, Commanding. Later commanded by CAPT. PARKER H. SKIN



of the squad and the purpose of the squad itself and its relation to the entire company. Then came the Manual of the Rifle, which at first seemed intricate but was speedily mastered. (The men remember now with amusement their first rifle, which was nothing more than a stick or pole five feet long manufactured by themselves, with axes and hatchets, from a forest of brushwood.) The mystery of transmitting messages or signalling over long distances was then taken up and mastered. This proved the hardest of all the lessons to learn and often made the officers feel discouraged in the two long months which elapsed before each man had mastered the art. After the men had become sufficiently advanced in squad, platoon, and company drill, rifles were issued and then came many lectures and cautions about how to take care of, clean and handle the rifle. The names and function of each part of the rifle was learned; the size of the bullet, its trajectory, the effect of wind and heat on the course of the bullet and the effect of sunshine and shadow on the target. Bayonets were issued and the men drilled in their use. The proper method of attacking an antagonist or defending oneself was explained and gone through minutely. (You will recall with a smile the jumping jack activities of our little skipper in his "advance," "retire," "left step," "right step," etc.) That the men might better know how to handle the rifle, the company spent a week on the rifle range, located some four miles below camp. Many of the men made good records. The company marched down and back each day through snow and slush up to the knees and a change of clothing was necessary each night. It is the company's proud boast that not once during those trying marches was it ever passed on the road by another company or detachment and it was a good company indeed who having a mile start on us reached camp

or rifle range ahead of us. It was during our early training that the company won for itself the sobriquet of "GALLOPING F," due to the fact that the company when going any place was always on the "double-time" and when on long marches it traveled at a pace that was maddening. But the running and galloping never ceased and on down through the trying months of its existence the company was ever on the go with snap, vim, and vigor.

The company early established a good record for moral conduct and for long periods of time there would not be a single case of a man Absent Without Leave (A. W. O. L.) nor any breach of military discipline which would cast discredit on the organization. The physical health of the men was good and at all times they were capable of measuring up to the demands placed upon them.

One of the most trying periods of the company in its early months was its eighteen day quarantine for measles, during which period no man was allowed out of barracks and communication with any friends in other companies was absolutely forbidden. The quarantine was during December and the eighteenth day was not up until the day after Christmas. As a special pass was authorized for the Xmas holidays, the officers and doctor made every endeavor to have the quarantine lifted in order that the men might avail themselves of the privilege, but it was of no use. That Xmas might not pass over without some of the joys of the season, an elaborate dinner was planned and served and our dining hall richly decorated. In the midst of our festivities the Train Adjutant came in and expressed his sorrow that the men were unable to get home and praised them highly for their spirit and bearing during such a trying circumstance and pointed out that our American comrades in the trenches in France were perhaps not making

out as well as we. (It is interesting to note that our dinner served at the same time just one year afterward consisted of bully beef and potatoes, bread without butter and coffee without milk or sugar.)

During the first of January the company received some horses and was not long in receiving its full quota. Then came new training and work. Details were sent to the stables to put them in order. Corrals were made. Each horse was stamped and numbered. His height and approximate weight were taken and his age. Many of the men lived on farms in civil life and these were utilized in making the horse records, and many an interesting argument arose as to how old a horse was. Some horses it seemed ranged from three to fifteen years old. Soon after this harness was received and a few caissons. The horses were then paired off into teams and then assigned to different sections. Saddle mounts were picked for the individually mounted men. The company was then ready to start on its new era of training. The formation of the company was changed from Infantry to Artillery. The men were assigned to their proper sections and a sergeant appointed to take charge of that section. To him was charged all the horses and material in that section.

Immediately after the receipt of the horses, elementary principles of horsemanship were taken up. First lectures on the care and handling of the animals and then a slight study of their anatomy. The horses were then taken out for exercise, one to a man, and led around a large ring, till the men became accustomed to the handling of a horse. Each man then took two horses in the same manner. Next the first lessons in riding were given; the proper way to mount, the proper way to sit on a horse, the proper way to ride, how to start and stop a horse without "clucking"

or speaking and how to get your horse out of the column without disturbing every horse in the column. Next the men were instructed in driving a pair of horses and in the elementary drills of Field Artillery. Then horses were harnessed and coupled to the caissons and the late spring and early summer saw the company doing the interesting drills of Field Artillery like regular veterans. That the company mastered the principles of horsemanship and indeed excelled in the art is proved by the fact that they were going through their Caisson Drills at a fast trot and sometimes at a dead gallop, without ever mar or mishap, and when you consider the fact that a misreading of an arm signal might mean a crash and perhaps the permanent injury of several men, it shows how accomplished they were in their drills. Only two injuries are on record, one a broken leg and the other a crushed foot.

When the company was proficient in the handling of horses, tactical problems and marches were taken up under the supervision of the Battalion Commander. One and two day marches were made through the country and camp pitched somewhere along the beautiful Severn River. During these marches the men learned the duties of the Advance Cavalry, Point, Advance and Rear Guards, Flank Guards, Outposts, Scouting Parties, Foraging Parties, Harassing Parties, etc. The Company was also instructed how to prepare meals in the field (each man cooking his own meals).

In the early part of the summer the company began making preparations for its journey overseas. Equipment was checked and rechecked. Each man was rigged out complete. Horses were clipped, "deloused" and turned in. Harness was stenciled and packed. Caissons were turned in. The Garrison was polished and polished, and on July 14th, 1918, at seven o'clock in the morning, the company en-

trained for their long journey overseas.

The History of the Company in the Theatre of Operations and its journey on the sea is covered in Part I of this book, but a few special incidents are worthy of note here. While in the training areas behind the lines the personnel of the company were allowed pass privileges in the evening, after drill periods and on Saturday afternoons and Sundays. On these passes the men would travel to nearby towns and see everything of interest, and enjoy themselves immensely in a good French hotel, eating the food that was procurable in that particular section and partaking of French light wines and beers. While at La Courtine the Regimental Commander allowed the use of our trucks on Sundays to haul the men to towns that were beyond walking distance.

The Company had many long marches while in action, but the longest and most exacting, on the courage, vitality and spirit of the men, took place the night of our actually entering into the zone of fire. The regiment was stationed at Balleicourt woods near Fort Sartelles, and about noon, November 1st, the company was ordered to be ready to move at four o'clock in the afternoon. Accordingly at four o'clock the company was lined up on the road running along the edge of woods, but it was not until six-thirty that we actually moved out. After walking two hours we stopped at Thierville for supper and then proceeded on our way to the front. Upon getting close to the lines the steady whine and burst of shrapnel and high explosive shells gave us our first experience of conflict. Everyone conceded that the projectiles were from the Allied batteries, but upon attempting to cross over the top of a hill we were suddenly brought into vivid realization of the fact that some of them were German, two or three shells bursting in quick succession

over the center of the road and not over one hundred and fifty yards ahead of us. An M. P. stationed half way up this hill ducked his head out of a dugout and advised us that it was very dangerous to march a company of men over the top of the hill and suggested that we retrace our steps to the bottom of the hill and we would find a road that ran off to the left and wound around the hill. He explained that it was a little longer that way, but much safer. After inquiring about the condition of the road he suggested and a few other things pertaining to the march, we took his advice and after marching all night (until four o'clock in the morning) we reached our camp on the banks of the Meuse river near Brabant. Immediately upon reaching our camp at Brabant we ran into a gas attack and had our first experience of putting our masks on for the real goods. We spread our blankets in shell holes and about four-thirty laid down to sleep. But our sleep was short. In the valley right below us was a battery of heavy French guns and about six o'clock they went off with such a terrible noise that we all jumped up, thinking the whole Boche army was around us. Breakfast was made ready and shovels obtained from some engineers near us. We then used the rest of the day to "dig ourselves in," in other words to make small dugouts on the side of the hill big enough to hold two or three men. These were to be our home for the rest of our stay at the front. Early the next morning we took up the task assigned us, which was to help the engineers to keep the roads open so that travel could proceed to and from the front. While living on the side of the hill we were subjected to two shell attacks, but no one was injured. One of the men still has a souvenir in the shape of a small fragment of shrapnel which came through the top of his dugout. While here we assisted the Divisional Chaplain in

burying the dead after the attacks in and around Etraye. The work consisted of scouting around the battle ground and picking up our fallen infantry comrades who had given their life for the cause and seeing that they got a decent burial in a Military Cemetery. On November 11th, about nine days after our activities commenced, the armistice overtook us. We were working along the crest of a hill with the fog so thick that one couldn't see more than fifty feet on either side, when an automobile came along bearing a Major, who stopped and told us that the good rumors we had heard in the last few days were true, that hostilities would cease at eleven o'clock (it was then ten), and asked us to be very careful of the telephone wires which were running along the ground a little off the road from us. He explained that it was the direct communication to the front and it was very important to keep it open at this critical time.

The night of November 11th was unlike any other night at the front. Previous to this time there was no noise or lights except that made or used by the combatting troops. Everything behind the lines was in inky darkness. But on this night laughing and talking prevailed and the whole landscape as far as one could see was lit up by flares, torches, and fires and the important passages and roads, which were previously so jealously guarded, were this night thrown open and revealed. It looked like a mammoth Fourth of July celebration.

When the Regiment came from Souilly to Andelot the Company was split in two, one part being conveyed to Andelot in trucks which was accomplished in about six hours on a nice sunny day; the other part of the company travelled with our horse equipment, kitchen, etc., and were not so fortunate. They were on the road three days in a driving

snow and sleet storm and reached camp practically exhausted, but after a day's rest everybody felt all right again.

The mess (or meals) of Company F was so good that the author thinks it should be set down in this history. During the Company's stay in Camp Meade it amassed quite a considerable mess fund and with an intimate co-operation between the officers and the Mess Sergeant, this fund was used to furnish the company with something more than "bully-beef" during its stay in France. Our meals were so good that the reputation of them spread not only through our own regiment but was known and marvelled at by all organizations that were stationed near us. Pies, cakes, puddings, salads, dressings, ham and eggs, butter and jam, in fact anything that a man could wish for, was the order of the day in Company "F" mess hall.

The following is a list of Officers and Non-commissioned Officers who have piloted the Company through the various stages of its existence. They follow in the order in which they served:

<i>Captain</i>	<i>First Lieutenant</i>	<i>Second Lieutenant</i>
Harvey Christman	George S. Smith	Daniel R. Ross
Mario Lazo	Ernest M. Hurd	William F. Hall-
Robert W. Cress- well	——— Sowden Edwin N. Dela- hurst	stead Ralph M. Robin- son

<i>First Sergeant</i>	<i>Mess Sergeant</i>	<i>Supply Sergeant</i>
Earl W. Brooks (acting)	Lelland S. Gillette (acting)	Earle W. Brooks (acting)
Thomas King	Karl Fueller	John Ross
William Chapman (acting)	John Plunkett	Richard Dickin- son
Clifford J. Conard	John S. Wppard	John Ross
Joseph Dold		
Charles A. Fried- rich		

<i>Stable Sergeant</i>	<i>Company Clerk</i>
John Eckels (act- ing)	James P. Friel (acting)
Earl W. Brooks	John J. Gould Sidney Klein

COMPANY G

IT is wrong to expect an impartial history of a military company to be written by one who serves with it. The writer of this sketch was a member of Co. G from the day it was formed in September, 1917, until it passed out of existence in June, 1919. He went through those wearisome days of "squads east and squads west" at Camp Meade. He was present when the fires were built to thaw the ground that post holes could be dug for the building of the corrals during the winter of 1917-18. He assisted in chasing the mules over eastern Maryland the day after they broke out of the corral. He served with the company in France during the days of its active service, and shared the hardships which such work involved. He was with the company during that period of "watchful waiting" for orders to return to America. The writer therefore must be forgiven if he is too ardent in his praise, for his heart is where his work used to be.

The company was organized late in September, 1917, under the command of Capt. G. M. Cannon, assisted by 2nd Lt. Parker R. Skinner. Several weeks later Capt. Cannon was made Train Supply Officer and the company was placed under the command of Capt. Austin, who was at that time attached to the Train. The other officers of the company at this time were Lieutenants Gault, Smith, and Skinner. Capt. Austin and Lieutenants Gault and Smith were finally sent back to the Depot Brigade and First Lieut. R. B. Cresswell was placed in command. Lt. Cresswell was

later promoted to captain and given command of Co. F. Co. G was finally organized permanently during the winter of 1917-18. Capt. Nimick became the company commander and the other officers were First Lt. Parker R. Skinner and Second Lt. John F. Choate. This was the officer personnel of the company until Sept., 1918, when Capt. Nimick was evacuated to the hospital with Influenza and Lt. Skinner took command. Lt. Choate was made adjutant of the Motor Battalion in the Spring of 1919 and First Lt. Daniel L. Ross and Second Lt. John A. Ruth were assigned to the company.

The first men in the company were from the neighborhood of Chester, Pa., and were very largely of foreign birth. This made the preliminary training of these men rather difficult, but many of these same men later developed into excellent soldiers. Noteworthy examples were Mess Sgt. Benedetto Provenzano and Sgt. Feofan Negoda. On Sept. 5th a large number of recruits were assigned to the company from southeastern Pennsylvania. Taken as a whole this was a fine body of men and the nucleus of the organization had now been obtained. In November new men came in from the same section and the company was nearly brought up to its authorized strength. When the time came to sail for France excellent replacements were assigned to the company from New York and from several of the southern states.

During the early days of the company, Sgt. Rhys Carpenter acted as First Sergeant. Sgt. Carpenter had been an instructor of modern languages at Bryn Mawr College and, being an expert linguist, his services during those early days were most valuable. Later Sgt. Carpenter was commissioned in the Intelligence Department and Sgt. Owen McNutt was made First Sergeant. The fact that he was

serving in this capacity at the time of demobilization is ample proof of the excellent character of his services.

The Fall of 1917 was largely spent in preliminary drills. The monotonous "One, two, three, four" sounded over the drill field each day from early morning until evening. The men were being prepared to undergo the rough life in store for them, but it was rather hard to realize it at that time.

In December, 1917, the company drew the major part of its mobile equipment, including 156 mules and 48 horses, and its members became "mule-skinners" in truth. In place of such commands as "Squads right" and "Double Time March," one could hear such as these: "Stand to heel," "Commence grooming," etc. Is there anyone who was with the company at that time who has forgotten the building of the corrals when the ground was as hard as a rock and fires had to be built to thaw the ground before the post holes could be dug? It was at this time also that many funny exploits of horsemanship took place. Then came the well-remembered night when the mules broke out of the corrals and scattered out over the countryside. Some of the searching parties were in the saddle for eleven hours the next day and Capt. Nimick added a few grey hairs to his limited supply. However, these days developed many good drivers for the company and added to its fitness for active service. The work of Stable Sergeants Goldie and Lonabaugh during these strenuous days deserves especial mention.

The Spring of 1918 brought with it an undercurrent of excited feeling. Everyone realized that the hour of departure for foreign lands was near at hand. Then came the days of actual preparation, the disposal of some equipment and the addition of other, the weary hours of examination, the battle of typewriters,—then the *Haverford* and that parting glimpse of the good old U. S. A.

The trip across the Atlantic, through England, and across the Channel has been ably described in another chapter and likewise the early days of training at St. Leomer.

Late in August, 1918, came the order for Co. G to join Companies A and B, who were with the Infantry Brigades in the tenth American training area. That trip from Camp Cardonne to Rivieres-le-Bois will never be forgotten by those who made it. The company spent eight days en route and four of these were spent in the freight yards of Is-sur-Tille. Finally on Aug. 30th it joined Companies A and B in the pretty little French village of Rivieres-le-Bois.

On September 8th the movement of the Division towards the front began. Companies A, B, and G were moved by rail to Revigny and thence by a march in a pouring rain to Lisle-en-Rigault. During the night of Sept. 13th-14th the companies were moved in trucks to the rear of the infantry which had taken over Sector 304. Here for the first time the men experienced some of the trials of real warfare. In the Bois-de-Brocourt on Sept. 16th the detachment and the Supply Train were bombed by an enemy plane—their first time under fire.

The detachment then moved into the Bois-de-Dombasle. Here it was that the Influenza epidemic hit the company, and 23 men and Capt. Nimick were evacuated to the hospital in three days.

The nights of Sept. 25th and 26th are probably the most memorable in the history of the company. In the evening orders were received for it to march up to Camp-de-Civils and take charge of a 40 C. M. mule-drawn railroad, running from Camp-de-Civils to the main road near Avocourt. The march was made through the woods in the pitch darkness and its course was through the allied artillery which had just begun the most terrific bombardment the world

has ever known.

The company reached Camp-de-Civils safely and on the morning of September 26th began active work on the 40 c. m. railroad. Five or six of the little cars were fastened together and loaded with ammunition. Then a mule was hitched to the same and the train drawn up to the advance dumps under the care of several of the men. This was done under severe shell fire and had to be abandoned because the enemy blew up the whole of the Avocourt end of the road.

Directly after this mishap Col. Moore, G-1 of the 79th Division, called upon the company to assist in building a road across No Man's Land to Malancourt, so that the tanks could get up and rout out the German machine gunners who were holding up the advance of the Infantry. For about ten hours the men labored with pick and shovel, filling up the shell holes and making that devastated track passable for the tanks.

When the company returned to Camp-de-Civils after completing the road building task, the company commander learned that all automobile traffic was blocked on the Avocourt-Malancourt road and that the advance units were suffering for want of food and water. The company then had 190 small burros and the company commander called for volunteers to assist in using these to get food supplies to the front. Despite the fact that the men had been working steadily for over 24 hours, every man in the company volunteered. The burros were loaded with food and water and the men carried large bags filled with bread. In this fashion three trips were made to the front above Malancourt and a considerable amount of food was gotten up to the advance units. Gen. Kuhn in his official report on this situation says: "Co. G, of the Ammunition Train, with its

190 burros, was able to get up across country an amount of food, but not enough for general distribution."

Those were strenuous hours and for over three days many members of Co. G got little or no sleep.

The division having been withdrawn from Sector 304, Co. G marched away from Camp-de-Civils on October 3rd and went into rest billets with Co.'s A and B in Camp Monthairons. The detachment then moved into the town of Ambley and stayed there until October 25th. The work at Ambley was not hard. The division was on a defensive sector and an occasional truck trip or ammunition detail was all the active service called for.

On October 24th the company moved into Bois Sec, a few miles from Verdun. From here a detail of twenty men under Sgt. Wilkinson was ordered to do duty at the infantry ammunition dump of St. Victor at Verdun. For about three weeks this detail saw hard and dangerous service at this place and received the commendation of the French authorities in charge of the dump. An ammunition detail was also sent to the dump at Brabant and one to the dump at Samogneux. The first of these was under the command of Sgt. Frame and the other under Sgt. Lonabaugh. The work on these dumps was under heavy shell fire and Sgt. Frame here won a citation for "conspicuous service under enemy fire."

On Nov. 1st the remainder of the company was ordered to report to Major Hamilton of the 304th Engineers at Regneville and from this date until the Armistice and for several weeks thereafter the company worked with the engineers. The work consisted of building roads and bridges and was done under more or less dangerous shell fire. The work with the engineers and salvaging was continued by the company until Dec. 21st, when the whole Train was assembled and billeted in Ecurey.

The period of "watchful waiting" during the months of January, February, March, and April was spent with the Train in Souilly and Andelot. As will be remembered, these days were spent principally in absorbing the rain and mud.

Then came the fearful battle of typewriters at Pont-Rousseau and St. Nazaire. In this connection must be mentioned the very faithful work of Supply Sgt. Simpson. Sgt. Marquette, who had filled the office of Company Clerk most efficiently for over a year, was sent to America for discharge in the latter part of March. Supply Sgt. Simpson voluntarily took up the additional duties of company clerk. His work as Supply Sergeant and Clerk during the latter days in France and during the time of demobilization was most arduous and efficient.

The company sailed from St. Nazaire with Co.'s A, B, C, and D on May 16th on the U. S. transport *Minnesotan* and, after a pleasant but slow voyage, landed at Charleston, S. C., on May 30th. The company was demobilized at Camp Jackson on June 3rd and so passed into history.

TRAIN HEADQUARTERS

NOW that the period of emergency is a thing of the past and the consequent wool O. D. uniform a reminiscence rather than a reality, a brief résumé of events and personalities connected with the Detachment will serve to bring to the mind a pleasant recollection of bygone days, and will enable us to reel off a tale now and then to the younger folks when this Great War becomes a subject of discussion.

In September, 1917, when the 79th Division was formed at Camp Meade, Maryland, there was a theoretical organization known as 304th Ammunition Train, and in order to make this a practical unit capable of doing something in the "Free for All" in Europe, the Adjutant General dispatched Lieut. Colonel Walter E. Prosser, who had come from Corozal, Canal Zone, to the States, in August, to Camp Meade and he was assigned to the Train. Naturally the first essential in any unit is a headquarters and to have this it was necessary to have a few officers and men to comprise the detachment, so in a few days the Colonel salvaged Captain Reusswig, whom he appointed Adjutant, and Captain George M. Cannon, who was made Supply Officer. In addition a few scared, anxious recruits who had recently separated themselves from "civees" were taken into the fold and made a part of the enlisted personnel. This was in September, 1918, in what was known as C Block. Of course, as the camp developed and the soldiers increased, the Train naturally developed with it, and as a result we moved to larger quarters in V Block. It was at this place that the Detachment started to increase, as the Local Boards were

pretty generous and gave us all the men that we needed, single, married and otherwise, and in a short time we were a bunch of regular soldiers, ready to take over any task assigned us. We stayed here about six weeks, when we again moved to W Block, which was our permanent home and which we occupied until we left the States for France.

All the boys who knew Colonel Prosser personally learned to admire him in every way; his kindness of manner, his low toned way of speaking, his soldierly bearing, all commanded respect and helped to make the fellows feel that the army wasn't so bad after all. We always had the highest praise for the Colonel and were greatly shocked in January, 1918, when we learned that he was transferred to Camp Cody, New Mexico. However, this change meant a promotion for him and when we met him in Jardin de Fontaine, near Verdun, and saw the old eagle flopping its wings on his shoulders we felt reconciled to the loss. Colonel Prosser was gone but a few days when a short little Major, about five feet six, with a "petite" black moustache, glasses, spurs, and riding crop dashed into headquarters and announced that he was to take over the fort. Major H. J. McKenney is introduced to you, boys, so for God's sake snap out of it, for when that crop shakes he wants action. Major McKenney turned out to be a very aggressive, peppery and snappy Commanding Officer. He had risen up from the ranks and carried that dogmatic, all-knowing manner with him, but, nevertheless, the Train improved under his supervision and soon reached a high state of efficiency, and as a result he was awarded with the grade of Lieut. Col. He stayed with us until September, 1918, when we were at La Courtine, Creuse, France, and at that time was ordered to the 314th Infantry, which was then at the front.

The departure of Col. McKenney let the reins of com-

mand fall in the hands of Major Edwin M. Van Voorhees, who had joined the Train two days before it sailed overseas. You will remember him, fellows, from his celebrated orchestra. Remember when we had Reveille at 5:30 in the morning, with gas masks, and the Fife and Drum Corps promenaded around the square to make the scene more martial? He was also sponsor for the great show that was produced at La Courtine. The Major stayed with us until December, 1918.

A few days of grace elapsed before Lieut. Colonel Franklin T. Burt entered into our life, and we were mighty lucky he did not meet us earlier. At first he impressed us as a gentle and loving father, so mild was his voice and so gentle his manner, but in a few days we learned that he was boss and that he was not difficult to excite if everything did not go just right. Personally, the Colonel was O. K. and a good fellow, but he had still to learn that the O. D. suit does not make a fellow superhuman. Remember the march from Ecurey to Souilly when he stopped every few yards to monkey with hand grenades and other explosives. This showed that he still had the boyish spirit and that he wasn't so bad after all, but that his unusual strictness was to make an impression until he got better acquainted with us. Colonel Burt left us in January to go with the 315th Infantry. The successor of Colonel Burt was Lieut. Colonel Elmer P. Walser, who joined the regiment while stationed at Souilly, Meuse, France. Colonel Walser was a former National Guard Officer and being a family man seemed to know the traits of men, to understand their necessities and to sympathize with them in their many precarious positions. He was always the same and though his rank carried great respect he never permitted it to change his viewpoint that we were all of the same big family who had joined up for

the emergency.

Next to the Commanding Officer, the Adjutant is the next big man in Headquarters, so the name of Henry J. F. Reusswig looms forth as one of the best men who held down this job. Captain Reusswig was a soldierly looking fellow whose carriage easily reflected his previous military training at West Point. He made it pretty uncomfortable at times for some of the new officers because he had a great fondness for having indorsements in writing if every order was not executed promptly and accurately. He was a strict disciplinarian and was largely responsible for the development and training of the numerous recruits which joined the Train for this purpose only. Two days before the unit left Camp Meade, Captain Reusswig was transferred to Camp MacArthur, Texas, and we were all sorry he had to leave at the crucial hour. After his arrival at the new assignment he was placed in the Inspector General's Department, where he was again able to keep the shave-tails on edge who had records to look after. At the time of his transfer he held the grade of Major, which had been given him some months previous.

One of the most familiar characters in the Train who had been with it almost from the first day and remained officially with it until the disbandment is no less a personage than Major Vincent A. Carroll. When we first made his acquaintance as Commander of the Detachment he was 2nd Lieut., Q. M. C., but throughout his service he showed such wonderful ability in all his duties he gradually forged to the gold leaf, which was an honor achieved by few officers in the service. At Meade he was Asst. Adjutant and when the office became vacant by the promotion of Captain Reusswig he immediately took the whole job over. Incidentally he acted as Liberty Loan Officer, Intelligence Officer, Post Ex-

change Officer, President of the Special Court, and also acted as counsel in the numerous cases which came up both in and out of the Train. The boys in the canteen had many a good laugh over his trips to Washington and Baltimore for the pillow tops and other canteen supplies, and it was surprising how often these had to be bought. He was the only officer out of a thousand who were promoted at Camp Meade who jumped from a second lieutenant to the rank of Captain. When the train arrived at Dugny, near Verdun, he was dispatched on special duty to the 79th Division Headquarters, where he acted in the capacity of Asst. G-1 until the organization returned to the States. It was here that he received the additional promotion to the grade of Major. All the boys will remember Major Carroll in the good old days with his natty appearance, his fine attitude, his black horse, his spurs and the riding crop which was a close companion at all times, and we also appreciate his generosity with passes which greatly aided in keeping the morale high. We all expect to hear of great things being done by him in Philadelphia when he drops the spurs to bluff the juries.

Captain Robert K. Gustafson joined headquarters in September, 1918, and was made Personnel Adjutant. He saw that we got our francs and centimes on time while in France and always did all he could for the benefit of the boys. In civil life he was an engineer and in the army a paymaster. When suddenly he evinced a desire to study medicine at the A. E. F. University it was to the surprise of all of us, and we are still wondering whether he wasn't tired of the mud of Souilly rather than eager to become a doctor. Tell us about it some day, Captain.

There are only three John D.'s in this world of any account, John D. Rockefeller, John D. Archibald and John

D. Fearhake, better known as Captain. Captain Fearhake was a New York lawyer and a New Caanan citizen who was over the draft age but who joined the army out of pure patriotism. Luckily he became a member of the Detachment as Personnel Adjutant and we feel that he was a mighty fine officer in every respect. There was a touch of the civilian in him which appealed to us, and his jolly manner, peculiar sarcasm and glowing description of army life always created lots of laughter. His pleasant "Good Morning, Sergeant," still resounds in our ears. Captain Leslie Carner was an old time member of the Train but a member of the Detachment for a few weeks. While at Jardin de Fontaine he acted as Adjutant, which duty he performed well. When the Train moved to Souilly he was sent to a hospital and after recuperation was transferred to the Army of Occupation. His record was made with Company C, which he always kept up to a high standard of efficiency. Captain Paul Valorous Collins was also with us for a few weeks at Souilly, but did not stay long enough to get acquainted. His wonderful ability at letter-writing and his description of the "Battle of Etraye," as well as the "air-raids" in London helped to keep the boys entertained. He was a great Captain and lived up to his name of Valorous.

Now that a little has been said about the Commanding Officers and the Adjutants the introduction of the Supply Officers is in order. Captain George M. Cannon was the original officeholder and always saw that the boys had a large assortment of clothing, shoes, etc., so much so that the Ammunition Train was known as the best dressed organization in the camp. He stayed with us from October to January, 1918, when it was necessary to fill a vacancy in A Company and naturally the logical man was picked when George was selected for the job. He had much experience

in the army as a First Sergeant and in a short time he had that Regular Army discipline in force in his company. After the Train went overseas he took command of the companies which functioned with the Division and did his work so well that he was appointed Major. In this capacity he directed the Motor Battalion and oftentimes acted as Commanding Officer of the Train during the various changes in this office.

Captain Stanley C. Eaton was another Supply Officer who did his work well. He must have earned a reputation as an Instructor somewhere, because the War Department ordered him to go to New Hampshire College, at Durham, about six weeks before we left to make the world safe. No one has heard from him since then, but it has been rumored that he made a Majority while at the above institution.

The next man to handle tent poles, pins, shoes, etc., was none other than Captain David C. Gibson. He was taken from A Company for this duty, and in a short time he acquainted himself with all the rules and regulations pertaining to Quartermaster and Ordnance property. He was the only Supply Officer who learned anything about salvaging, because this practice was not in force in the States. He had a big job over here to draw supplies, but he did not shirk and saw that all the boys had slickers, jenkins, hip boots, arctics and everything else to keep them in good health. In addition his pleasant personality carried him a long way and it enabled him to get in at the Depots while others were still on the outside. He was recommended for promotion to the grade of Major but the papers must have been lost in action as the commission never came through.

When the Train was formed the War Department did not think we were bad enough to have a Chaplain, but after they saw the crowd that came down from Berks County,

Montgomery County, Chester County and Philadelphia County they realized the only salvation would be a sky pilot, and as a result Chaplain Ernest L. Loomis became one of us just a few days before we sailed overseas. The Chaplain could not get his bearings for a few days, but when he did there were results. He became editor of our regimental newspaper, *The Bombshell*, which came out weekly, whether we were in dugouts, box cars or in dilapidated houses, and also saw that the boys had a good supply of tobacco, writing paper and reading matter. He saw too that the Recreation Hall always had a good show on and that the movie lovers were never deprived of the opportunity to see all the celebrated stars. He soon had us all attending religious services and by the time the war was over we claimed to be the best unit in the American A. E. F. because not a man chewed, smoked, drank or swore. Some Chaplain, eh? (Note by the Chaplain.—In all justice to truth the Chaplain must say of the above account what Mark Twain said of the account of his death, "it is slightly exaggerated.")

Captain Walter F. Vander Hyden, a full-fledged graduate of West Point, joined the Train in Souilly and was appointed Adjutant a few days after his arrival. We called him the "Sphinx" because he never said very much, but this is the worst we can say about him because he was an excellent officer. He had all the appearance of a soldier and his military training manifested itself in numerous ways. He looked after the boys and saw that they always had their share of everything. When he was ordered to the States we lost one of the best Adjutants ever in the Train and the office force lost an officer who upheld them at all times in the course of their duties. As he is a member of the Regular Army we hope to read about him in the distant future.

Most of the men who were in the Detachment in Septem-

ber, 1917, are no longer with us now, but their names still appear on the Train roster as they have been transferred to the various companies.

There are many pleasant recollections of the days spent in V Block and many amusing incidents, all of which it is impossible to remember. Nearly all the old timers will remember Joe Goodman, who was a stenographer at headquarters. He had the unique distinction of coming into the army against his will and going out the same way, paradoxical as the statement may appear. Joe suffered from ear trouble and the Surgeon thought he was not able to hear the shells whizz by in case he went over to France, and as a consequence discharged him. This was on a Friday and Joe made a date for the following Saturday with some fair ones in Laurel, and decided to stay over, but the Officer of the Day found it out and woke Joe out of his sleep at 11 p. m. and marched him out of camp under guard. Joe will surely never forget his induction and deduction from the army.

Another great character was our first Top Sergeant, Jim Buckley, in name only, as there were no non-coms at that time. He had the boys snapping out of it for a few days, but he suddenly decided to go overseas and arranged for a transfer with an Engineering Unit. George Mason, an ex-clown in a circus, kept us amused too by his spells, which he took now and then. He would twist himself into all kinds of shapes and perhaps fall down a few hundred yards from the barracks, when we would dispatch Loyd after him. The mention of Wilson Loyd's name brings to mind one of the best-hearted boys in the detachment; he was a crude sort of a fellow and rough in his ways, probably acquired from his service in the Philippines with the Marines. His great recitation, "The Green Velvet Band," always made a big hit and

his favorite expression, "I'll be walking along the streets of Chester when you're pushing up daisies in France," never came true, because the poor chap took ill with pneumonia and passed away in a Base Hospital in France sometime during October, 1918. His death was regretted by everyone, because there was only one Loyd.

Domenick Caccia was with us a few days when he was sent to the Base Hospital at Meade, where he died after a brief illness. He was not amongst us long enough to get acquainted, but his death brought home to us what France might mean, but fortunately the horrors of the battlefield did no mean the loss of any more of our comrades. The names of Jos. Jeffries, Sleby, Udovich, Mininger, Cronin, Ziegler, Whitman, Martin, Stark, Tyson, Swarr, Pizagno, Wray, are but memories now as they were all transferred at various times into other units. Many of the boys joined the Battalion Headquarters when these were formed in March and we still run across such fellows as "Mc Can Do" Algerman, Bressler, Burgert, Hufnell, and Dave Carr, who had the softest job in the army, Unique Jimmy Cavanaugh, Patsy Cocco, Crawford, McSherry, Mehrer, Miller, Nugent, Prendergast, Schlabach, Schmidt, Cook, Coughlin and Walsh.

The Canteen Sergeant, George Hayes, had a sensational career in the army and finally wound up with the D. C. I. in Paris, where he could be seen with his walking stick, white flower and real civees strutting along the boulevards, even though he was still in the army.

"Shorty" Townsend became the Chaplain's private secretary and wound up in the University of Grenoble. Poor Pate, who was Colonel Prosser's orderly and the first member of the detachment, switched around to different companies and while on his way to Nice in February took ill

suddenly and died in Paris. Bill Anderson stayed with us and held the job of Top Kick until February, when he took advantage of the discharge order and wandered back to his wife and family. In fact, the three Corporals, Anderson, Smith and Remmel, must have entered into a conspiracy, for Smith and Remmel followed Bill and went to the U. S. via St. Aignan. Smith acted as Regimental Mail Orderly and always brought great joys to the boys with his stacks of letters. Remmel was the chief sign painter of the regiment and also acted as a Clerk in Headquarters.

An amusing incident happened in Camp Meade when Remmel asked Colonel McKenney why his request for transfer was disapproved. He was told that it was none of his damn business, so we all learned the moral of not thinking or talking while in the army.

Walter Watts, or Martha's husband, as we called him after he took unto himself a wife, was always a well known member of the detachment. Walter was not much of a soldier, but a mighty fine carpenter, and he always saw that the headquarters were free from rain and well supplied with tables. Cavalucci and Underkofler were pals for some time; they both had the job of Orderly and held it throughout their service. In France it was a difficult job to find them and we almost forgot they were in the detachment until pay day came around. Raymond was a quaint character; he always did things his own way and was content to be left alone. He knew the Morse Code pretty well and was able to read the blinker lights very accurately.

Wolf and Haley. We could never use one name without the other. They were always together and became fast friends. In Meade they were the chief motorcycle couriers and could be found any hour of the day or night, in Winter or Summer, ready to furnish a side car. The first few weeks

in France we had no transportation and the Twins took it easy, but later our equipment came along and both of them stuck to their machines until it was time to turn them in finally. They were wagoners for a long time, but at the first opportunity both were made Corporals and the first day they strolled along the company streets the boys snapped out of it. Mike became very ambitious when the Division received sailing orders and applied for admission to a Motor School, and we all hope to take our cars to him for repairs and maintenance when he sets up in the States.

George E. Burrier was only with us for about three weeks; he boarded the *Haverford* at Philadelphia and we took him as far as Halifax, where he was transferred to the U. S. Army Hospital from the transport. The last we heard of George he got lost in Boston on his way to Hoboken and hasn't been able to find the army since. There was only one Sergeant Chandler in the Detachment. John never studied army regulations with great fervor, but when it came to fixing pipes, building shelves, driving automobiles, putting up stoves and doing other little things for the convenience of the boys he could not be excelled. No matter how desolated the billet or stable might have been when the Detachment entered it, Chandler had the place as comfortable and as cozy as any home in France within a few hours. Militarily speaking, John was an Agent, according to the Tables of Organization, and was a member of the Intelligence Section, so if you ever want to learn anything about the war which was not published, see Chandler.

"Frankie Courtney" was also one of us for a while. Talk about never being satisfied. Frankie was a member of the Quartermaster Corps and assigned to duty near Syracuse, New York. He went to work at nine and quit at five and slept in a fine bed, yet he wanted to come to France, and he

did. After he slept on mud, in stables, barns, fields, and waded around in the slush of Verdun, he wished he had never come across. Frank took sick in Jardin de Fontaine and after he was evacuated we lost track of him.

Wagoner Jay L. Combs was a studious, retiring character who spent his spare time in reading big volumes on magnetos, deferentials, etc. He worked in the Supply Office a while, and then went to the Ordnance Detachment, so he could monkey with machinery. Later he volunteered to go to a Motor School and followed Mike Haley to Decize, where they spent their last three months in France.

We'll never forget Maurice DePauw, the interpreter. Maurice was a wanderlust who had travelled around the world and could speak several languages. He joined the detachment at Le Havre from Company E. He came in handy in our early days in France, for none of us knew a word of the lingo, and Maurice saw that our wants were fulfilled. He suffered a great deal with his feet and was sent to a Hospital, where he stayed until May, 1919, when he was discharged in France.

Bud Fisher, Chevy Chase, Maryland! Bud was a good boy; for a short time he drove a machine and also acted as Orderly. No matter what was asked of him, Bud was ready to do the work. He took sick in Souilly and was sent to Chaumont and thence to Toul. The last we heard of him he was on Red Cross Train 55, going to Bordeaux, for return to the States.

Regimental Sergeant Major Gallagher was one of the oldest members of the Detachment; he was always on the job at Headquarters, day and night, and with the aid of the other boys in Headquarters saw that the paper work of the Train was kept up to snuff. All the privates of the regiments came to him seeking advice which was always

cheerfully given. John was everyone's friend—we all know that. Upon arising in the morning he was wont to sing such sweet (?) ditties as "Why did we leave that fair spot?" and as a leading citizen of Norristown, a village that has been attached to Philadelphia for rations for the past fifty years, he just naturally had to tell us about the virtues of that place. All in all he was an authority on most things and this is natural when it is considered that he is an embryo lawyer who should be a shining light in the years to come.

Those big fellows, "Bill" Hooper and "Wes" Hughes, were big in heart as well as body. Hooper attached himself to a Supply Office job after we reached France, and Hughes was a sort of successor to Watts, the man-of-all-trades. They were both useful members of the outfit. "Morrie" Leapson came in early in February, 1919, for the express purpose of assisting O'Reilly and Stilz in Personnel Work. It wasn't long before he had mastered all the intricacies of that work and was as well acquainted with a Change of Status Report and 1-B allotment, as he was with horses in the old Camp Meade days. Aaron B. Machamer came with us on New Year's day, 1919, a clean jump from Co. C, where he had been a cook. After our original corporals decided to get discharged and return to their respective homes, Machamer was one of those selected to fill a vacancy. He was a Supply Officer representative and did Captain Dave's typewriting.

"Gene" Meadows is famous for writing the first letter to G. H. Q. for a discharge—and getting away with it. His letter put everyone in G. H. Q. in burning tears and they returned a regular Honest-to-God discharge and Gene was the first to leave. He was a salvage expert and always had an armful of "junk." "Butch" McDevitt, named for the

famous "Millionaire-for-a-Day" from Wilkes-Barre, Pa., spent nearly his whole army career as a cook, at which he was very adept. "Butch" never had many leaves, either in the States or over here, but that one which he did take consumed no less than thirty-five days and then when he got back with the outfit he was discharged—thus his army career ended in a blaze of glory, so to speak. "Joe" McDermott—we wonder if he remembers those days at Camp Meade when Colonel McKenney used to have him snapping out of it all the time. Then, at Romsey, England, when Joe dropped the typewriter and heard from the same Colonel as only the Colonel could say it. All in all, Joe had a pretty rough time of it in this war, what with all the driving of Dodges, Cadillacs, etc! *C'est le guerre!*

This brings us to the original and only Jim O'Reilly, Personnel Sergeant Major Extraordinary and Expert on Things Insurance and Allotments! We sometimes think Jim missed his calling because we doubt if the soldiers appreciate comedy that would cost them real money if they were paying for it in God's Country. Don't get the idea that Jim just "fools," because he put out "beaucoup" work and does it well, but, at odd times, he gets off stuff that would make an image laugh. He is absolutely nonchalant and has the ideal disposition for a successful soldier. As a well known member of the famous "White Back Social" he had made a big reputation. Clair E. Owen—we had nearly forgotten him! He was a quiet, retiring fellow and never made any fuss about anything. Whilst we were living in pup tents in St. Leomer, last August, there was some excitement in Clair's tent one evening and we found that he was being evacuated to a hospital at Limoges for appendicitis. We haven't heard from him since that time.

"Alfie" Poysden, cook! At Souilly he had the pleasure of

feeding that small but honorable group of men known as "The Gobler Sergeants" and much amusement was very often given to those same Sergeants by Alfie's care in measuring out the "garbage." At that, they got along very well. He came to the Detachment March 1, 1919, from Motor Headquarters, taking the place vacated by McDevitt's discharge and return to the states.

Cecil Robinson joined us just before we left the States. Originally he had been a sort of First Sergeant in Co. B, and while he was in our outfit he was a driver of cars, an orderly, betimes, and generally useful for any details. He was taken sick at Souilly with the same ailment that sent Owen to the hospital and he never rejoined the organization.

Now, gentle readers, we come to Louis H. Seipp, Sergeant. Corpulent Louie! He was a member of Galloping F when he first came into the train and Louie galloped along with the other members of the company until along about January, 1918, when Gallagher "salvaged" Louie for Headquarters. His worth soon became generally known and Louie hopped up the ladder and became a Sergeant, a noteworthy performance. He handles a typewriter as well as he does a Monotype and anyone desiring to become better acquainted with this last named machine had better get in touch with Louie "tout de suite." He loves good living and satisfies that weakness whenever he can. He has always been a first assistant to Gallagher and these two soldiers were inseparable. Louie has his Matilda, just as Gallagher has his Mary, and who is there who can say otherwise?

There are many men who would give their life almost for the sake of wearing bars on the shoulders, but we have a man who turned a commission down before most of us became soldiers. This was our good old friend Aubrey C.

Sharp, the Regimental Supply Sergeant. He was in the army fifteen years before the world became unfit to live in, and he volunteered to come to Meade to tell us what he knew about the game. He was an excellent drill sergeant and also an expert on Ordnance property. "Pop" stood the rigors of the war very well and was none the worse after his experience, even though he was past forty. His wild rides to Bar le due from Souilly with "Daredevil" Haley will always be remembered.

Freddie Shoenberger was Captain Gibson's right hand man and was on the job at all times. He was the authority on Quartermaster property and was kept pretty busy drawing slickers and safety razors for the men, because they had a great weakness for losing these articles. His morale was a bit low before he made the trip to Paris, but when he returned from the Big Town he worked twenty-six hours a day without a word. Freddie was recommended for a commission in the Q. M., but somehow or other the men who do the work couldn't get the promotions in this army. We wish him more luck the next time.

Last but not least is Bill Stilz, the flag man. Sergeant Stilz joined us in July, 1918, but we had an eye on him for a long time before then when he was on special duty at headquarters. When Bill went on guard, his leggins were so immaculate that he was always made Orderly, and while on this duty we had him pound the typewriter, which he did so well that he became a permanent member of the Typewriting Brigade. He could knock off pay rolls with his eyes shut and was Chief Counsel of the Insurance Department. He had the courage to get married before going overseas and was awarded with a "baby girl" while he was in Souilly. Bill has the distinction of having a war baby.

This concludes the few anecdotes concerning the boys. It

is hoped that the mere mention of a name will bring up memories in the minds of the readers which will recall hours of pleasure in the days gone by at Meade, on the *Haverford*, at Liverpool, Romsey, Southampton, Le Havre, St. Leomar, La Courtine, Dugny, Verdun, Ecurey, Souilly, Andelot and Nantes. It is hoped that the acquaintanceship engendered will not be emperial but will endure, so when an opportunity affords do not hesitate to get in touch with any of the boys. The American legion movement being inaugurated is a method of bringing us together, so join up, and we can be as friendly in the future as we have been in the past.

HEADQUARTERS DETACHMENT, MOTOR BATTALION

THE Detachment did not exist before March, 1918, and those of us who had been in Camp Meade since the previous September already looked upon ourselves as veterans. On paper we were to have thirty men, but we went along with less than this number until the first of July, just before we sailed, when we were filled to strength by the inclusion of men from nearly every part of the United States, whereas the older members had been from Philadelphia and other points in Pennsylvania.

Elsewhere in these pages will be told our activities because the Train's work was ours in a smaller way. Major Edwin M. Van Voorhees, who commanded the Battalion in the States, took over the command of the entire Train in September, and Captain Carner commanded the Battalion. In November, after joining the detached companies, Major G. M. Cannon took active command and there has been no change since that time.

Just after landing in France Captain Robert K. Gustafson was appointed Battalion Adjutant and in October he was relieved by Captain John B. Thayer. A little later Captain Robert S. Prosser took over the duties of that place, and since he was transferred, before Christmas, 1919, 1st Lieut. Harry C. Bates and 1st Lieut. John F. Choate have served.

Looking over the enlisted personnel of the outfit there are some remarkable characters, although this is probably true of any army organization. Nor can it be said that the

Detachment lacks men of more than a single accomplishment. There is Private Mull, for instance, who is a competent man of all trades, from building boxes for shipping to running messages in a very fluent manner. One thing that has impressed the writer has been the marked degree of efficiency attained by its runners, so marked that other organizations have been wont to envy it. But that is not all, even if Privates Hallman and Rohde are in that class, besides the aforementioned Mull.

Regimental Supply Sergeant Crawford knows more about rations and their distribution than the purchasing agent of a chain store organization, and Sergeant Mehrer is a close second to him when it comes to Quartermaster supplies of any sort. Supply Sergeant Bressler has transferred his allegiance in the army from the cavalry and Coast Artillery to the Ammunition Train and sees that the members of the Detachment do not want for anything in the line of clothing and equipment. A very capable storekeeper, we should say, if that is not passing over his qualities too lightly.

Sergeant Major Cook, with his morning books, his reports, his trucks and other details, generally "carried on," sometimes one way and sometimes another. Be it said, however, that he never had a leave, although a three weeks' vacation in Bordeaux and a subsequent "business" trip of a similar length of time "inspecting the battlefields and the S. O. S." could be construed as leaves. Corporal Miller must be mentioned at this time, since, in his daily duties, he acted as an assistant to Cook. Miller, a product of Atglen, a peaceful place "somewhere in Pennsylvania," was, we believe, "checked" more than any man in the Detachment. Suffice it to say that he enjoyed his life in the army and often regretted that the war had not started sooner so that he could have had the advantage of a longer term.

Sergeant McSherry is famous for being our first and only original truck master, one of those who just lived for trucks, which were his personal responsibility. He was the initial editor of *The Bombshell* and from that source also drew beaucoup glory. A thinker, a man of deeds, so much so that in March, 1919, he entered Beaune University to study the arts, civic government, etc., and we heard later that he was studying agriculture at another institution of learning.

Corporal Stark was the "non-sufficient" officer who had charge of the details in the Detachment—he was the go-between between the Sergeant Major and the men. His was a hard life! Received no foreign decorations for gallantry or anything of that sort, but was, nevertheless, deserving of most anything. Haines, Hume, Scholl and Smith, the four wagoners, never had much practice driving anything, but they were good! It is a funny thing but lots of men in the army are called by one grade when their work is directly opposite, and these four men followed this rule. Hume became a wonder at dispensing gasoline from his station, and Scholl took pretty good care of his correspondence with "Pansy." Cook DiAngelico was a cook before he received the actual appointment; his worth as such must be determined by others because the writer was unfortunate in never having had an opportunity to taste his luscious preparations. We have no doubt but that he was good, however.

Tom Coughlan, the old man himself! Somehow or other, in the most out-of-the-way places, Tom managed to keep himself well "polished," in addition to keeping records of the "garbage" for the Train. His previous experience with Wilson & Co. stood him in good stead on this job, I'll say. Hufnell, starting with the canteen back in Camp Meade, wound up with the same kind of work, between shifts also lending a hand on supply work. Another good storekeeper!

Lepore was one man who reached France with one name and went home with another. When Sam entered the army he mispronounced his true name and the officer swearing him in, on general principles, announced him as Sam Lepon, and as Sam is one of those fellows who couldn't be bothered entering into a debate on such a small affair as a mere name, let it go at that. A little later, however, he wanted his own name back and then the paper work war started which waxed heatedly until after we had reached France when advices were received that Sam should resume his original name, and on the trip home he was called "Samuel Lepore." Rather interesting, what?

Nottingham, from Syracuse, N. Y., had experience in the canteen at La Courtine and towards the end of his army career was the manager of the Recreation Hall, those buildings erected for the entertainment of the young soldiers. Townsend was affectionately known as "The Rabbit," and his duties were to act as assistant to the Chaplain. He liked us, we think, but in March, 1919, he decided to better himself, mentally, and took himself to Grenoble University to further that desire. Since which time he has been with us not. Ulrich and Wolf are the other first-class privates, the former of whom was a sort of runner between our Battalion Supply Office and the Division M. T. O., and Wolf a man of all trades and used as such. Bilodeau and Wagner were capable men and were thrown into all sorts of breaches and filled them acceptably. Harry Crawford was a Supply Office assistant to his brother and between times was called upon to do other work. As a pipe smoker he goes well—it was worth while to walk into a barracks in Camp Meade after the lights were out and have Harry's burning pipe as a guide to your bunk; the writer, generally working late, used this means time and again to reach his "couch."

Other men who came over with us but whom we have lost since that time include: Sergeant George S. Hayes, transferred to Co. C as a private and later transferred from that organization; Corporal Cavanaugh, transferred to Co. B; Wagoner G. F. Helmcamp, evacuated to a hospital, as was Wagoner Koeberle; Pvt. Leonard J. Weireter, transferred out of the organization; Pvt. Gilbert Herkness, who received the same treatment; Pvt. Gordon B. Moore, transferred to Co. A, and Pvt. James D. Coleman, evacuated to a hospital.

Thus was the outfit started and finished. Histories may never mention us, but that is a small thing because the Train itself scarce receives mention from historians who have already started to write, which shows that historians should get their data complete before starting to write. Not a man was decorated, but their future lies in the United States and we know not what we might see from their labors in years to come. As Horace Greely once remarked to his friend Charley Chaplin, "It's a great life, Charles, if you don't weaken."

SANITARY DETACHMENT

IN the contingent of nine men, namely, Privates Otis Neal, Henry V. Rector, Cecil N. Robinson, Robert A. Royce, Chas. Sumner Scott, Joseph W. Soderlund, Harold W. Stanton, Herbert L. Stearns, and Bernard Stafford, which came to Camp Meade in September, 1917, was the nucleus of the Medical Department.

Soon after their arrival, they were assigned to the various companies of the 304th Ammunition Train as acting duty sergeants. Neal went to Co. A, Scott and Robinson to Co. B, Sleeper to C, Soderlund to D, Royce to E, Stanton and Stafford to F, and Stearns and Rector to G. They continued in that capacity until November 3rd, when the regimental infirmary under Lt. Joseph N. Anderson, with Charles Sumner Scott as Acting Sergeant, was made a reality.

Arthur Corgee of Co. D had been acting dental assistant, so was transferred to the detachment. Rector then left Co. G to aid Scott in V-2 building. At that place only one room in the extreme end was used by the Medics, the remainder being Officers' quarters.

Early in December, 1917, with the aid of all the Medical men in the Train, the Infirmary was moved to building W-107.

The final commander, Major Wm. K. White, came to the Train as a captain on March 19, 1918, from Base Hospital No. 42, Camp Meade, Md. A few days later Lt. Anderson was transferred to the 310th Machine Gun Battalion. About this time, Lt. James W. Vernon was added to the



SANITARY DETACHMENT



COMPANY D., LT. L. C. LEVERING, COMMANDING, IN CENTER

detachment, coming from the 316th Ambulance Co., 304th Sanitary Train.

During the remaining days of March, Pvt. Royce became a Sergeant, and Sgt. David H. Carr, Ernest K. Ritter, Pvt. Joseph Kelly, and Pvt. Jack Spaulding joined the outfit as privates.

In April Pvt. Wm. Douglas received his discharge on the basis of physical disability. Shortly afterwards Carr was promoted to Sergeant. About this time Sgt. Royce was transferred to the Walter Reed General Hospital at Washington, D. C.

At W-107, they were somewhat hindered by the lack of room, but this was remedied in May, when the Infirmary was moved to W-142. A few days after moving, Scott received his warrant as Sergeant, and in the meantime Pvt. Harold B. Crouse of Galloping F, Pvt. Brandt Earhart of Co. E, and Archie Ball of Co. C, came by transfer. On May 26th Rector was made a Sergeant.

Early in June Lt. J. W. Vernon was commissioned a captain, and 1st Lt. O. P. Henry came from Camp Greenleaf, Fort Oglethorpe, Ga.

On July 3rd Pvt. Wm. V. Sleeper was raised to sergeant.

The time was close at hand when the 79th Division would leave for France, and so on July 8th the detachment started to grow. Privates Edward B. Harvey, Thomas H. Verell, Elwood K. Middleton and Frank M. Johnson coming from the Training Bn. at the A. & M. College, Starkwell, Miss. Close on their heels followed Privates Joseph A. Autry, Robert E. Boyd, Ireal O. Barton, Reason H. Bell, Luther H. Conoly, Benjamin E. Crockett, Theodore M. Deaton, William J. Gibbs, Oscar F. Holland, William Hardman, Amos D. Lipham and Blenn M. Scott from the Training Bn., University of Georgia, at Athens, Ga. On July 9th

Pvt. James L. Handy of the Medical Detachment 315th Infantry joined the detachment.

How well all remember that Saturday night, July 13th, the last night in Camp Meade. Words would be useless to describe the frivolity and pranks of the men. At the "Y," in the barracks, in the Company streets and almost everywhere in the area, stunts of an unusual character were "pulled off."

Then, as they rubbed their eyes at first call at 3:30 A. M. Sunday, July 14th, they were urged by the "top kicker" to get busy. After policing up the Infirmary and loading the equipment, they fell in at the rear of the column, and at 7:00 A. M. climbed aboard the *Chemin de Fer*, en route for Philadelphia. They reached Pier 58, South Philadelphia, at 1:10 P. M., and at 5 P. M. went up the gangplank of the British transport *Haverford*. Although a drizzling rain had set in about seven o'clock, when they started down the bay, the spirits of the men were not a bit dampened. As passing tugs screeched their "Bon Voyage" to them, the men gave vent to their feelings in cheers.

As darkness settled, one by one or perhaps in groups, the men went below to find their sleeping quarters. Unfortunately, hammock spaces did not correspond in number to the digits on their sleeping berth tickets, for in many cases such numbered places were a myth. After the first night, however, matters were adjusted and the "Medics" went below to bunk in the quarters with Co. G in the fore part of the boat. To those who were not acrobats enough to stay in a hammock, the soft side of a board proved a good resting place, when "THEY" would let you sleep. Night after night, they would be awakened by whistle signals to fall out and assemble at the designated stations on the top deck. The calls had the varied names of fire drill, submarine drill,

and abandon ship drill, but in spite of all these virtues, they amounted to the same thing, a midnight intermission.

On the first day out, life belts were issued to the men and they were told to wear them at all times. About their waists they were always to carry their ponderous Medical belts, having the canteen ever filled with "de l'eau" and a pocket overflowing with hard tack. What more could a man desire?

Just after a fine breakfast of sausages on the morning of July 18th, land was sighted. It turned out to be the coast of Nova Scotia, and at 8:30 A. M. the *Haverford* dropped anchor in Halifax Harbor. Gathered about in the harbor were a few transports waiting to make up the convoy. At this place Pvts. Ball, Crockett and Johnson were transferred by tug to the U. S. Army Canadian Hospital at Halifax.

At 8:30 on the morning of July 20th, they started on the second part of the long trip. The convoy consisted of twenty-three transports under the escort of a British cruiser.

To Capt. White, his little detachment were pretty good Medical men, but to Major Little as Medical men they were extra good garbage carriers. As a word of explanation, it might be added that every night after the other "soldats" had "gone to roost," this gallant organization would strut forth in blue denims and empty overboard the contents of all the garbage barrels that had accumulated in all parts of the ship during the day.

On July 22nd, at 1 A. M., the bursting of a steam pipe just above the hatchway over the Medical Detachment caused quite a bit of excitement. As the steam rolled down into their quarters with a hissing sound, there was a very lively time.

The story of this voyage with the landing in Liverpool, the trip to France, and the train ride to St. Leomer, is described in other chapters (Chapters 4, 5, and 6, Part I).

On Aug. 15th Capt. Vernon, Sgt. Sleeper, Pvt 1st cl. Soderlund, Pvt. Earhart, Hardman, Ritter, and Scott left St. Leomer with Co. G on detached service to join Co.'s A and B at Prauthoy, Haute Marne.

On the first of September the detachment went with the 154th Field Artillery Brigade, of which the Ammunition Train was a part, to La Courtine, Department of Creuse. At this camp they received an overabundance of instruction in the graceful art of applying a gas mask to the visage "by the numbers."

They left with the Ammunition Train for the front in the latter part of October. The arrival at Dugny, near Verdun, was late at night, the remainder of which was spent in the ruins of an old church. At noon the next day they started on a ten-mile hike to Baleicourt and reached that place in the late afternoon.

Two days later the Detachment was split up and they were sent out in groups with the various companies when they started the last lap of the journey to the front. Deaton, Harvey and Handy went with Co. C; Autry, Verell and Rector with Co. D; Stanton and Lipham with Co. E; and Spaulding, Kelly, Middleton, and Stearns with Co. F. Those who had been with Co.'s A, B, and G on Detached service as well as the 1st Sgt. with Pvt. Bell and Conoly remained back in Thierville, just outside of Verdun, with Capt. White and Lt. Showalter. Crouse and Barton came up to Co. C a day later. The hike from Baleicourt started at 5:00 p. m. It was then very dark and it was tedious work to wend their way along the traffic crowded roads. By early morning they had finished their journey and were not in the spirits to go much farther then.

The companies located themselves in the vicinity of Samogneux and Death Valley. Capt. Vernon was sent to

Co. D and Co. G up Death Valley. Lt. Henry was with Co.'s C, E, and F above Samogneux.

When November 11th brought about the cessation of hostilities, happiness reigned supreme. Even if joy was not outwardly portrayed, it was present nevertheless. The men were all aware of what a prolongation of the war might have meant for them.

On November 16th Pvts. Warren T. Beatty, Raymond Plants, Louis Schneider, George R. Cosgray, and Roy S. Crowe were transferred to the detachment from Replacement Unit No. 55. Four days later Autry, Conoly, Crouse and Handy were made 1st Class Privates.

The camp duties from November 11th to 20th consisted of burying the dead, repairing the roads, and policing up the vicinity of Death Valley.

A bad hike was in store for them on December 21st, when the Train moved by hobnail express to Ecurey. About this time Pvt. Roy H. Maust came to the detachment from the 316th Ambulance Co., 304th San. Train.

The stay at Ecurey was short, for on Dec. 27th with field packs the men hiked under severe weather conditions to Belleville, near Verdun, a distance of 35 kilometers (22 miles). The next day the hike was continued 20 kilometers (13 miles) to Souilly. Shortly afterwards Pvt. Earhart was promoted to Sergeant.

During the first week of January, the 79th Divisional Center of Instruction was started at Monthairon, and Lt. Henry, with Sgt. Earhart and Pvts. 1st cl. Crouse and Handy, were sent there on special Medical duty.

Lt. Showalter, with his assistant, Pvt. Bell, had well taken care of the Dental work of the Detachment from the time they came overseas. He was aided for a brief time by Lt. Leo Remes, who was transferred from the 310th F. A.

and a few weeks later was transferred to one of the infantry regiments. In January the dental work was augmented by the arrival of Lt. Leon J. Deger and Pvt. Chas. J. Motto, who were transferred from the 331st Infantry Regiment, 83rd Division.

About this time the Medical personnel was enlarged by the arrival of Lt. Edward G. Weadock.

In February Pvt. Barton and Pvt. 1st cl. Spaulding received their discharge from the army and returned to the States.

On Feb. 27th Capt. Vernon was commissioned a major and on March 1st was transferred to the 315th Infantry, but a few days later received his discharge and returned home.

Lt. Deger on the 7th of the month was raised to the rank of Captain.

During the first week in April the Medics with the Ammunition Train moved by trucks from Souilly to Andelot, Haute Marne. The stay there was not long, for on April 21st they moved by train to Nantes, near St. Nazaire, to which they soon proceeded and boarded the transport for home.

On May 2nd Capt. White was commissioned a Major, and on the same date Pvts. Holland and Ritter were promoted to 1st class Privates.

The Medical Detachment is now disorganized and all of us have made our way towards our homes and loved ones. During the many months that we have been together, we have made numerous friends and have shared those little incidents which are now but a memory. As we part may we appreciate the words of Lord Byron, who says:

Oh, friends regretted, scenes forever dear,
Remembrance hails you with her warmest tear.
Drooping, she bends o'er Fancy's urn
To trace the hours which never can return.

J. L. H.

HEADQUARTERS DETACHMENT HORSED BATTALION

THE mere handful of men, 21 in number, comprising the Headquarters Detachment of the Horsed Battalion, 304th Ammunition Train, was a scrappy, hustling bunch, full of pep, from the time of its organization at Camp Meade, Md., on May 15th, 1918, until disbanded at Camp Dix, N. J., on June 9th, 1919.

This detachment, an organization within the regiment having commanding officer, junior officers, full complement of non-commissioned officers, cook, etc., was organized by Major John T. Little, commanding officer of the Horsed Battalion, for the purpose of attending to the various duties connected with a battalion headquarters. As such a detachment this body of men served admirably both at Camp Meade, Md., and in the dugouts and mud of Samogneux, France.

Camp Meade, Md.—because it was there under the instruction of Major Little that every man became a horseman, and under the thorough drilling of an efficient drill master, Captain Walter E. Caten, that every man became skilled with the rifle, the manual of arms, and drills.

Samogneux, France—because it was there that the Detachment was separated from the Regimental Headquarters and set up a battalion headquarters under shell fire, where the business of the Horsed Battalion was transacted without a hitch, but under the most trying conditions—rain, mud, barbed wire, shell holes, shell fire, rats, cooties and what not. In these surroundings every man of the detach-

ment functioned, carrying messages and seeing that the Battalion was supplied with water, food and clothing at all times.

The itinerary of the Detachment follows: Sailed from Philadelphia for France with full complement of 21 men aboard the Steamship *Haverford*, July 14th, 1918. Arrived in Liverpool, England, July 31st, and spent two days at Camp Knotty Ash. Broke camp at Knotty Ash, Aug. 2nd. Arrived at Camp Woolsley, Romsey, England, Aug. 2nd. On Aug. 4th hiked 13 miles from Romsey to Southampton, where the detachment boarded the Steamer *St. George*, sailed across the English Channel under cover of darkness, and arrived at Le Havre, France, Aug. 5th. Spent two nights in Base Camp No. 1 at Le Havre, then boarded freight cars, arriving at Camp Cardonne, St. Leomer, Aug. 8th. On Aug. 20th the detachment received its first pay and spent several nights in the puzzle of figuring dollars in terms of francs.

On August 24th the Train suffered its first casualty when Ernest J. Parsons, of Benton, Pa., cook for the detachment, was drowned in a small lake near St. Leomer. Parsons went swimming with several members of the detachment, got into deep water, and, unable to swim, perished before he could be reached by his comrades. He was buried in the little church yard on the hills at Montmorillon, France, on Aug. 25th.

Sept. 4th broke camp at St. Leomer and arrived at Camp La Courtine, Creuse, France, Sept. 6th. Here the detachment was billeted in a French artillery camp. Oct. 15th Sgt. Ronald O'Neil was transferred to the Officers' Training School at Namur, France. Nov. 1st the detachment left La Courtine, arriving at Dugny Nov. 3rd.

All members of the detachment attended church at Dugny

for the simple reason that they were quartered on the floors of a battered, shell-torn church. Some even occupied the graveyard on the outside and found it comfortable, using the headstones for pillows. Nov. 4th marched about nine miles to Baleicourt Woods, where the detachment was under fire from aeroplanes. Nov. 5th hiked to Samogneux, where the detachment joined the rest of the battalion and established battalion headquarters. The detachment remained here during the remaining days of the war. On Dec. 18th Major Little was transferred from the regiment. Dec. 21st hiked to Ecurey. Dec. 27th began two days' hike through rain and hail to Souilly, a distance of about thirty-five miles. Not a man of the detachment fell out on this strenuous hike, a fact which brought a complimentary letter from the Train's new commanding officer, Lt. Col. Burt.

On Jan. 3rd Regtl. Sup. Sgt. Schmidt and Bugler Schlabach were sent on detached service to the Divisional Center of Instruction.

On Feb. 16th Sgts. Wilson and Ellis, with Pvt. Wallerman, were transferred to the 274th Military Police Co. Capt. Walter E. Caten was also transferred to the same organization. It was about this time that Major Green arrived as commanding officer of the Horsed Battalion. He remained only a short time, then was transferred to be assistant Provost Marshal at Paris.

February 17th Corp. Focht fell and was injured. He was evacuated to the hospital and never returned to the detachment. On Feb. 2nd, Corp. Nugent and Pvt. Thomas were returned to the United States for discharge.

March 15th Pvt. Clarence Pate contracted pneumonia while on leave at Nice, France, and was transferred to a hospital at Paris, where he died.

March 31st the detachment moved from the Souilly area



THE OFFICERS OF THE AMMUNITION TRAIN



HEADQUARTERS DETACHMENT, HORSED BATTALION

to Andelot. April 20th arrived in St. Nazaire area, near Nantes. May 14th boarded trains for St. Nazaire. May 15th sailed on the steamer *Shoshone* for U. S., arriving at Philadelphia June 1st, going to Camp Dix, N. J. Discharged from Camp Dix June 9th.

ORDNANCE DETACHMENT

THE Ordnance Detachment of the 304th Ammunition Train was organized at Camp Meade, being made up of men selected from the entire division as having had previous experience in the construction and repair of motor equipment. The duties of this detachment were principally the upkeep, repair and maintenance of all Ordnance in the regiment. The original outfit consisted of thirteen men and one officer.

Upon arrival overseas the Ordnance Detachment accompanied that part of the Train which was ordered to La Courtine, France, there to assist in supplying the 154th F. A. Brigade with ammunition on the artillery range.

On or about Sept. 25th the detachment was ordered to the front to join A, B and G Companies, who were operating in the Meuse-Argonne sector. There the detachment fulfilled its duties of repair and maintenance of motor equipment. Detraining at Dugny they experienced their first sight of real war, being greeted overhead by an air battle between the Boche and American flyers.

They continued operations with A, B and G Companies until the balance of the Train arrived, when all Companies and units of the regiment were again consolidated.

On the morning of November 10, 1918, at ten-thirty o'clock, Corporal Wm. P. Derrickson was accidentally killed on the banks of the Meuse River, he being the only member of the Ordnance Detachment to lose his life.

The Ordnance Detachment was commanded by Capt. R. C. Bowlus, U. S. A., who was assigned to this duty about

May 1st, 1918. Captain Bowlus continued in command until Jan. 1st, 1919, when he was temporarily relieved to assume the duties of Divisional Motor Inspector. He was relieved from this duty and returned to the Detachment April 30, 1919. Lieut. Sam. R. Nimmo was attached to command the Ordnance Detachment during this period.

A detachment of twenty-five men from C and D Companies, commanded by Capt. Bowlus, was probably the first unit of the 79th Division under fire. This unit, having been ordered to Le Havre to acquire and deliver motor trucks assigned to the 154th F. A. Brigade, were returning, and on the night of August 13th, 1918, at Rouen, while driving into a British motor park for the night, were overtaken by a Boche air raid, which lasted over three hours and in which thirteen British soldiers lost their lives. All members of this unit, however, escaped injury.

ROSTERS

Note Concerning Rosters

During its twenty-one months of existence, between three and four thousand men have been affiliated with the regiment. During the days of training at Camp Meade transfers into and out of the regiment were frequent. In preparing the history it was first planned to include every officer and man who had ever been connected with the regiment. This proved impossible, however, because previous to embarking for France all former rosters were disposed of. The rosters as published therefore are prepared to include all who sailed with the organization or joined it after its arrival in France. The only exceptions to this are in the case of two or three officers, formerly of Train Headquarters or Motor Battalion Headquarters, who were vitally a part of the organization, and had much to do with its training.

COMPANY A.

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Charos, Harold B.	Capt.	8/7/18	3/1/19 (On D.S.)	557 Kosciusko St., Brooklyn, N. Y.	Promoted to Capt. 11/16/19
Cornwell, Harold B.	Capt.	4/17/19		Charleston, W. Va.	
Glover, Herbert B.	1st Lt.	3/25/18		547 Madison St., Brooklyn, N. Y.	Promoted to 1st Lt. 11/18/81
Nimmo, Sam R.	2nd Lt.	2/13/19		506 Duncan Ave., Chattanooga, Tenn.	
Anderson, Charles S.	Corp.	7/10/18		Eton, Ga.	Promoted to Corp. 4/13/19
Andre, Harold.	Pvt.	7/4/18		Bridgeport, Ohio, Box #294	
Archdeacon, Wm. A.	Pvt.	7/4/18		191 Greely Lane, Waltham, Mass.	
Ayersman, Charles A.	Pvt.	7/4/18		448 Kane St., Aurora, Ill.	
Bargeron, John J.	1st cl. Pvt.	7/10/18	12/31/18	Sardis, Ga.	
Barrentine, Royal B.	Wag.	7/10/18		82 Walker St., Atlanta, Ga.	
185 Bass, Homer C.	Pvt.	7/10/18		Omega, Ga.	
Baugh, Lawrence K.	Corp.	7/4/18		451 Pugsley St., Salt Lake City, Utah	Promoted to Corp. 12/5/18
Baugh, Wilford C.	Corp.	7/4/18		451 Pugsley St., Salt Lake City, Utah	Promoted to Corp. 12/5/18
Belk, Jennings B.	Pvt.	7/4/1918	9/23/18	408 E. 17th St., Charlotte, N. C.	Evac. to hosp., never returned
Belli, Quirino.	1st cl. Pvt.	9/26/17		6th & Welch Sts., Chester, Pa.	Promoted to 1st Cl. Pvt. 9/10/18
Bell, David F.	Wag.	7/10/18	10/15/18	203 Military St. Florence, Ala.	Evac. to hosp., never returned
Blasingame, Beverly A.	1st cl. Pvt.	7/10/18		Musella, Ga.	Promoted 1st cl. Pvt. 9/16/18
Bell, Harvey A.	Wag.	7/10/18	9/23/18	R.F.D. #3, Fremen, Ga.	Evac. to hosp., never returned
Bradbury, Kenneth L.	Pvt.	7/4/18		273 President Ave., Providence, R. I.	
Boute, Wm. H.	Wag.	7/10/18	11/16/18	1306 Guadalupe St., Austin, Texas	Transferred to 3rd Army but later discharged
Brewton, Ernest A.	Wag.	7/10/18		Claxton, Ga.	Promoted to Wag. 9/16/18
Brubaker, Earl.	1st cl. Pvt.	3/28/18		Bainbridge, Lancaster Cy., Pa.	Promoted to 1st cl. Pvt. 12/1/18
Brunelle, John J.	Wag.	7/1/18	11/23/18	123 Livingston Ave., Albany, N. Y.	Evac to hosp., never returned
Brouette, Arthur W.	Pvt.	7/4/18		320 Herbert St., Crookston, Minn.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Bruner, Harry J.	Corp.	7/4/18		808 Bryn Mawr Rd., Pittsburgh, Pa.	Promoted to Corp, 9/1/18
Bryner, Alphonse L.	Pvt.	10/12/18		105 72nd St., Brooklyn, N.Y.	
Butler, Edwin P.	Wag.	7/2/18		22 Arthur Ave., Cortland, N.Y.	Promoted to Wag., 12/1/18
Cassidy, Patrick E.	Pvt.	9/26/17		234 Apsley St., Germantown, Philadelphia, Pa.	
Cavolo, Joseph P.	Pvt.	7/4/18		2810 E. 23rd St., Sheepshead Bay, Brooklyn, N.Y.	
Cella, Joseph F.	Pvt.	10/12/18		152½ Coles St., Jersey City, N.J.	
Chapman, Ernest I.	Pvt.	7/10/18	9/20/18	Utica, Miss.	Evac. to hosp., never returned
Coachman, Wm. H.	Pvt. 1st cl.	7/10/18		St. Stephens, S. C.	Promoted to Pvt. 1st cl., 9/16/18
Coates, Frank F.	Sgt.	10/26/17	11/4/18	Coatesville, Pa.	Left to attend officer's training school
Clerc, Joseph R.	Wag.	7/10/18		Knox City, Texas	Promoted to Wag., 9/16/18
Cobb, Rollie C.	Pvt.	7/10/18		Brookside, Ala.	
Coggins, James A.	Sgt.	9/26/17		Carbondale, Pa.	Promoted to Sgt., 12/5/18
Conn, Robert O.	Sgt.	9/26/17		323 E. 8th St., Chester, Pa.	Promoted to Sgt., 1/1/18
Cook, James M.	Pvt. 1st cl.	7/10/18		2121 Ave. G, Ensley, Ala.	Promoted to Pvt. 1st cl., 9/16/18
Coonradt, Ray M.	Wag.	7/2/18		1883 Francis Ave., Troy, N.Y.	Promoted to Wag., 9/16/18
Crowe, Lawrence E.	Pvt. 1st cl.	7/4/18		Indianapolis, Ind.	Promoted to Pvt. 1st cl., 9/16/18
Dalzell, Elmer J.	Pvt.	7/4/18		1018 3rd Ave., Beaver Falls, Pa.	
Detrow, Arthur F.	Wag.	7/3/18		118 E. North St., Hagerstown, Md.	Promoted to Wag., 9/16/18
Ditto, James, Jr.	Wag.	7/10/18		Arlington, Texas	Promoted to Wag., 9/16/18
Engleman, Joseph A.	Pvt.	7/4/18		426 South St., E. Mauch Chunk, Pa.	
Fair, Charlie P.	Wag.	7/10/18		1828 Aloise St., Birmingham, Ala.	Promoted to Wag., 9/16/18
Fischer, Louis E.	Corp.	7/4/18		911 Locust St., N. Braddock, Pa.	Promoted to Corp., 9/1/18
Flanigan, Hubert W.	Pvt.	7/4/18		Raymond, Wash.	
Finn, Wm. A.	Pvt. 1st cl.	7/10/18		Olive Branch, Miss., Box 33	Promoted to Pvt. 1st cl., 9/16/18

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Fones, Harvey E.....	Corp.	3/28/18	3/28/18	3065 N Percy St., Philadelphia, Pa.	Promoted to Corp., 12/5/18
Friedman, David M.....	Pvt.	3/28/18	11/26/18	869 N. 6th St., Philadelphia, Pa.	Evac. to hosp., never returned
Garner, Wm. M.....	Corp.	11/2/17		1010 W. Clearfield St., Philadelphia, Pa.	Promoted to Corp., 6/26/18
Garrett, John M.....	Corp.	7/2/18	2/25/19	Wantaugh, L. I., N. Y. R. F. D. No. 1	Evac. to hosp., never returned
Gilbert, Thomas A.....	Pvt. 1st cl.	7/4/18		Maple Crest Farm, Lingelstown, Pa., R.F.D. No. 4	Promoted to Pvt. 1st cl., 12/1/18
Godfrey, Philip E.....	Pvt.	7/3/18	2/20/19	148 Cameron St., Rochester, N. Y.	Evac. to hosp., never returned
Greer, Benjamin F.....	Pvt. 1st cl.	7/10/18		Cold Water, Miss.	Promoted to Pvt. 1st cl., 9/16/18
Guth, John F.....	Pvt.	7/4/18		1107 Martin St., Danville, Ill.	
Haber, Wm. N.....	Corp.	11/2/17		2833 North 7th St., Philadelphia, Pa.	Promoted to Corp., 7/9/18
Hale, Linney D.....	Pvt. 1st cl.	7/10/18		Sprott, Ala.	Promoted to Pvt. 1st cl., 9/16/18
Haller, Jos. A.....	Mess. Sgt.	10/26/17		Box 245, Linwood Heights, Pa.	Promoted to Mess Sgt., 6/11/18
Hamlett, Samuel W.....	Pvt. 1st cl.	7/10/18		Snyder, Texas	Promoted to Pvt. 1st cl., 9/16/18
Hammett, Hugh W.....	Pvt. 1st cl.	7/10/18		Inman, S. Car., Route No. 1	Promoted to Pvt. 1st cl., 9/16/18
Hanstad, Brady.....	Pvt. 1st cl.	7/4/18		Crosby, N. D., Box 79	Promoted to Pvt. 1st cl., 9/16/18
Harrington, John B.....	Pvt. 1st cl.	7/4/18		Maquoketa, Iowa	Promoted to Pvt. 1st cl., 12/1/18
Hartley, Thomas S.....	Pvt.	7/10/18	9/23/18	Nashville, Tenn.	Evac. to hosp., never returned
Hill, William R.....	Pvt.	7/4/18		5 Van Cortland Park Ave., Yonkers, N. Y.	
Holcomb, Daniel C.....	Pvt. 1st cl.	7/10/18	11/16/18	Harrisville, Miss.	Transferred to Headquarters Troop, 3rd Army

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Houde, Joseph F.....	Pvt. 1st cl.	7/10/18		50 Thompson St., New Bethlehem, Mass.	Promoted to Pvt. 1st cl. 9/16/18
Hudson, Howard P.....	Wag.	7/10/18	9/22/18	Durant, Miss.	Evac. to hosp., never returned.
Hughes, James T.....	Wag.	10/26/17		403 W. 2nd St., Chester, Pa.	Died Pneumonia 10/2/18
Jeffries, Wm.	Pvt.	7/4/18	3/25/18	911 S. Broadway, Dayton, Ohio	Promoted to Wag., 7/1/18
Jones, Nathaniel S.....	Pvt.	7/4/18		1469 Edison St., Salt Lake City, Utah	Evac. to hosp., never returned
Josephson, Anton L.....	Pvt.	7/4/18		Vancouver, Wash.	
Keller, Elery.....	Pvt.	7/4/18		1300 Woodward Ave., Detroit, Mich.	
Kenny, William J.....	Pvt.	7/4/18		1275 Prospect Ave., Brooklyn, N.Y.	
Koons, Harry N.....	Wag.	7/4/18		185 Kearney Ave., Perth Amboy, N.J.	
Krall, George M.....	Bug.	3/28/18		R.F.D. No. 6, Lebanon, Pa.	
Lowe, Wm. F.....	Pvt.	7/10/18	9/21/18	Hermanville, Miss.	Promoted to Bugler, 7/1/18
Lartigue, James W.....	Pvt.	7/4/18		1037 Camden St., Akron, Ohio	Evac. to hosp., never returned
Leonard, Cloyd C.....	Pvt.	7/10/18	9/20/18	Port Royal, Pa.	
Marzi, Elmer L.....	Bug.	3/28/18		103 N. Sickels St., W. Philadelphia, Pa.	
McCann, Thomas G.....	Pvt.	7/10/18	9/21/18	1003 3rd Ave., N. Columbus, Miss.	Promoted to Bugler, 7/1/18
Moeller, Charles L.....	Pvt.	9/26/17		2826 N. 8th St., Philadelphia, Pa.	Evac. to hosp., never returned
Montgomery, Robert A.....	Corp.	7/10/18		Centerville, Mass.	
Moore, Gordon B.....	Pvt.	7/10/18		Attalla, Ala.	
Morris, David.....	Pvt.	5/5/18	11/22/18	2140 N. Carlisle St., Philadelphia, Pa.	
Mortimer, Wm. L.....	Sgt.	9/26/17		24 Thomas Ave., Bryn Mawr, Pa.	Evac. to hosp., never returned
Morris, Geo. W.....	Pvt.	5/10/18	3/2/19	2112 W. Camac Place, Philadelphia, Pa.	Promoted to Sgt., 7/9/18
Muller, Henry C.....	Cook	9/26/17		3028 N. Franklin St., Philadelphia, Pa.	Evac. to hosp., never returned
					Promoted to Cook, 6/12/18

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Mulvihill, Jos. M.	Pvt. 1st cl.	7/4/18	11/16/18	472 S. Evergreen St., Los Angeles, Cal.	Trans to Headquarters Troop 3rd Army
Newman, Archibald M....	Pvt. 1st cl.	7/10/18		Summit, Miss.	Promoted to Pvt. 1st cl. 9/16/18
Ohm, Frank E.	Pvt. 1st cl.	3/28/18		216 York St., Hanover, Pa.	Promoted to Pvt. 1st cl. 9/16/18
Parsons, Harold J.	Wag.	9/20/17	2/10/19	1026 Paca St., Baltimore, Md.	Evac. to hosp., never returned
Pate, Bayrel R.	1st Sgt.	10/2/17		1001 Parker Ave., Indianapolis, Ind.	Promoted to 1st Sgt., 3/1/18
Patterson, Edw. W.	Pvt. 1st cl.	9/20/17	4/4/19	2709 W. 3rd St., Chester, Pa.	Evac. to hosp., never returned
Paul, John T.	Corp.	9/26/17	4/4/19	Bryn Mawr, Pa.	Promoted to Corp., 7/9/18
Pierluigi, Francesco	Pvt. 1st cl.	9/26/17		305 Ridge Ave., Philadelphia, Pa.	Promoted to Pvt. 1st cl. 9/16/18
Plummer, Irvin L.	Pvt.	7/10/18	9/19/18	328 7th St., Laurel, Miss.	Evac. to hosp., never returned
Pollock, John R.	Corp.	9/26/17		1810 Province St., Chester, Pa.	Promoted to Corp., 6/26/18
189 Pratt, James K.	Pvt. 1st cl.	7/10/18		1712 Ave. H., Ensley, Ala.	Promoted to Pvt. 1st cl. 9/16/18
Praytor, Bryant W.	Pvt.	7/10/18		Irondale, Ala.	Promoted to Sgt., 8/30/18
Price, Jerome.	Sgt.	7/10/18		Gulfport, Miss.	Promoted to Pvt. 1st cl.,
Redfern, William A.	Pvt. 1st cl.	7/4/18 .		Wingate, N. C.	9/16/18
Ream, Harry F.	Pvt. 1st cl.	3/28/18		719 N. 5th St., Lebanon, Pa.	Promoted to Pvt. 1st cl. 12/1/18
Reichner, Charles.	Wag.	9/26/17		Cynwyd, Pa.	Promoted to Wag., 7/1/18
Reichner, George.	Wag.	9/26/17		Cynwyd, Pa.	Promoted to Wag., 3/1/18
Reichenboch, R. Louis ...	Cook	9/26/17		1028 Ontario St., Philadelphia, Pa.	Promoted to Cook, 1/1/18
Rich, John C.	Pvt.	7/10/18		Renshaw, Miss.	
Robinson, Ralph W.	Sgt.	9/26/17		Prospect & Spring Ave., Melrose Park, Pa.	
Rosenbaum, David M.	Wag.	7/10/18	3/15/19	Meridian, Miss.	Promoted to Sgt., 7/9/18 Transferred to St. Aignan for discharge
Roper, Will G.	Pvt.	7/10/18		Monticello, Miss.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Roskey, William.....	Pvt. Wag.	7/4/18 7/10/18		120 Merritt St., Plains, Pa.	Promoted to Wag., 9/16/18
Royals, Earl E.....	Sgt.	9/26/17		Mize, Miss.	Promoted to Sgt., 8/30/18
Royds, Wm. F.....	Ch. Mech.	9/26/17		220 Jefferson St., W. Manayunk, Pa.	Promoted to Ch. Mech.,
Rutty, Frank T.....				122 E. Spring Ave., Ardmore, Pa.	9/16/18
Scott, David.....	Wag.	9/26/17	1/10/19	Berwyn, Pa.	Evac. to hosp., never returned
Schmidt, Joseph W.....	Corp.	11/2/17		2963 N. Fairhill St., Philadelphia, Pa.	Promoted to Corp., 8/9/18
Sealand, Axel.....	Pvt.	7/10/18	9/19/18	Homer City, Pa.	Evac. to hosp., never returned
Shannon, William.....	Wag.	9/26/17		115 Market St., Chester, Pa. c/o Story's Express.	Promoted to Wag., 12/1/18
Sheetz, Edward W.....	Sup. Sgt.	9/26/17		2861 N. 8th St., Philadelphia, Pa.	Promoted to Sup Sgt., 1/15/18
Shenosky, Felix.....	Cook	9/26/17		335 Dodge Court, Scranton, Pa.	Promoted to Cook, 5/16/18
Shiffer, Russell R.....	Pvt.	7/2/18	1/28/19	600 Scott St., Stroudsburg, Pa.	Evac. to hosp., never returned
190 Simpson, Claude E.....	Pvt. 1st cl.	7/10/18		Poplerville, Miss.	Promoted to Pvt. 1st cl. 9/16/18
Sitzberger, Jos. A.....	Pvt.	7/9/18		326 Green St., Lancaster, Pa.	
Slay, Hulon N.....	Pvt.	7/10/18		Hazelhurst, Miss.	
Smith, Jesse T.....	Wag.	7/10/18		Derby, Miss.	
Smith, Geo. H.	Pvt.	7/10/18	3/10/19	427 E. Cherokee St., Brookhaven, Miss.	Transferred to St. Aignan for discharge
Smith, Blakeslee.....	Wag.	7/10/18		West Point, Miss.	Promoted to Wag., 9/16/18
Smith, Plummer.....	Wag.	7/10/18		Braxton, Miss.	Promoted to Wag., 9/16/18
Smith, Wilson D.....	Pvt. 1st cl.	7/4/18		Hysham, Montana	Promoted to Pvt. 1st cl., 9/16/18
Starner, Fred. R.....	Pvt.	7/4/18		Choteau, Mont.	
Stewart, Wiley S.....	Wag.	7/10/18	3/12/19	Rockford, Ala., Box 644	Trans. to St. Aignan for disch.
Storm, Felder.....	Corp.	7/10/18		Brookhaven, Miss.	Promoted to Corp., 4/13/19
Stringer, Joseph B.....	Pvt.	7/10/18		314 Washington St., Yazoo City, Miss.	
Tanner, John A.....	Corp.	7/10/18		Bridgeport, Ala.	Promoted to Corp., 4/13/19

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Thieks, Herbert B.....	Pvt. 1st cl.	7/4/18	1414 Francis St., Ft. Wayne, Ind.	Promoted to Pvt. 1st cl., 12/1/18	
Thompson, Evan G.....	Pvt.	7/4/18	Ontario, Cal., Box 12.		
Thornton, Melvin H.....	Pvt.	7/10/18	Sylavrena, Miss.	Promoted to Wag., 3/1/18	
Totheroh, William E.....	Wag.	1/16/18	Greensboro, Md.	Promoted to Wag., 9/16/18	
Upton, Grover L.....	Wag.	7/10/18	Collins, Miss.		
Usinger, George J.....	Pvt.	7/4/18	152 5th Ave., New York City	Promoted to Pvt. 1st cl., 9/16/18	
Vail, Luther F.....	Pvt. 1st cl.	7/10/18	1721 7th Ave., Bessemer, Ala.	Promoted to Pvt. 1st cl., 9/16/18	
Wallen, William S.....	Pvt. 1st cl.	7/4/18	Dana, Kentucky	Promoted to Pvt. 1st cl., 9/16/18	
Walters, John D.....	Wag.	9/26/17	8th & Church Sts., Lebanon, Pa.		
West, Fred H.....	Wag.	7/10/18	Stevensville, Mont., Box 273	Evac. to hosp., never returned	
White, Benjamin B.....	Wag.	7/10/18	Tuskegee, Ala.	Promoted to Wag., 9/16/18	
Whitacre, Howard R.....	Pvt.	7/4/18	Yerington, Nev.	Promoted to Wag., 12/1/18	
Wieland, Roy M.....	Corp.	9/26/17	145 Locust St., Lancaster, Pa.	Trans. to St. Aignan for disch.	
Winters, Everett C.....	Wag.	7/10/18	McCool, Miss.	Promoted to Corp., 7/9/18	
Yocum, Charles W.....	Sgt.	11/3/17	Glenmore, Chester County, Pa.	Promoted to Wag., 9/16/18	
				Promoted to Sgt., 4/13/19	
COMPANY B.					
Hitt, Walter L.....	Capt.	9/20/17	Culpeper, Va.		
Prosser, Robert S.....	Capt.	8/4/18	Lebanon, Ind.		
Gunn, Claud T.....	1st Lt.	1/6/19	Crawfordsville, Georgia		
Hannon, Emile.....	2nd Lt.	12/12/18	431 South McDonough St., Mont-		
Martin, Vincent.....	2nd Lt.	4/24/19	gomery, Ala.		
Abrams, George.....	Pvt.	11/12/18	2140 Morris St., Philadelphia, Pa.		
Armstrong, John L.....	Pvt. 1st cl.	7/5/18	675 Willoughby Ave., Brooklyn, N. Y.		
			Woodville, Ga.		

3

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Ballou, Charles C.....	Pvt.	6/30/18		N. Main Street, Uxbridge, Mass.	
Barnes, Raymond.....	Pvt.	7/2/18		713 Yale St., Akron, Ohio	
Beaudette, Rudolph R.....	Pvt.	7/2/18		324 S. 34th St., Tacoma, Wash.	
Beeker, Norman.....	Pvt. 1st cl.	7/2/18		Battleground, Ind.	
Beekly, Leroy W.....	Pvt.	7/2/18		3909 9 S. Ave., Seattle, Wash.	
Berglund, Wenzell E.....	Pvt.	7/2/18		Square Butte, Mont.	
Beshoar, Perry G.....	Pvt.	7/2/18		Burnett's Creek, Ind.	
Best, Harold G.....	Pvt.	7/5/18		Deer Park, Ala.	
Birtwell, John.....	Corp.	9/18/17		1022 12th Ave., Moore, Pa.	
Boatright, Willie L.....	Wag.	7/7/18		Swainsboro, Ga.	
Boren, Walter E.....	Wag.	7/5/18		Brookhaven, Miss.	
Boyce, David A.....	Pvt. 1st cl.	7/2/18		El Centro, Cal.	
Boyd, George I.....	Sgt.	9/18/17		50 Holland Ave., Ardmore, Pa.	Honorable discharge
Breitenstein, Arthur.....	Wag.	7/2/18			
Buchanan, Cecil R.....	Pvt.	7/2/18		246½ Va. Ave., Indianapolis, Ind.	
Bulick, Jesse W.....	Wag.	3/28/18		Belleview, Pa.	
Buntn, Arthur K.....	Bug.	7/2/18		314 24th Ave., Meridian, Mass.	
Cade, Frank L.....	Bug.	7/5/18		Brooksville, Miss.	
Cameron, Daniel.....	Pvt.	7/2/18		1029 N. Arthur St., Rushville, Ind.	
Campbell, Archie I.....	Wag.	7/5/18		Sardis, Miss.	
Carney, John F.....	Corp.	9/18/17		524 Flower St., Chester, Pa.	
Carpenter, William, Jr.....	Corp.	11/4/17		1612 S. 27th St., Philadelphia, Pa.	
Cavanaugh, James C.....	Corp.	1/16/18		1034 Reese Ave., Bryn Mawr, Pa.	
Champion, John A.....	Pvt. 1st cl.	7/5/18		41 Grove St., West Point, Miss.	
Chandler, Edgar C.....	Pvt. 1st cl.	7/2/18		213 Main St., Niagara Falls, N. Y.	
Christopher, Tom.....	Pvt.	7/7/18		7 E. Broad St., Gainesville, Ga.	
Clark, George H.....	Pvt.	7/7/18		Richland, Ga.	
Condon, William J.....	Pvt.	7/2/18		131 Somerset St., New Brunswick, N. J.	
Cornell, Jerry J.....	Pvt.	7/2/18		616 1st St., Hoboken, N. J.	Honorable discharge
Cottingim, Robert B.....	Ch. Mech.	7/5/18		2228 18th St., Gulfport, Miss.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Crowers, John J.	Pvt.	10/28/18		5511 Woodland Ave., Philadelphia, Pa.	
Curto, Peter J.	Cook	7/2/18		87 Bliss St., Springfield, Mass.	
Cutshall, Harry E.	Wag.	7/5/18		Graham, Texas	
Daniels, Pliny E.	Wag.	7/6/18		Wornack Hill, Ala.	
Deiter, Amos E.	Corp.	9/18/17	9/20/18	Tremont, Pa.	
Depolo, Nick	Pvt.	7/2/18	2/27/19	Jerome, Pa.	
Dolinsky, Joseph	Pvt.	10/24/18		247 Dickinson St., Philadelphia, Pa.	
Dunlap, Charles H.	Pvt.	7/6/18		629 Charlotte Ave., Rockhill, S. C.	
Durkin, Dennis A.	Pvt.	7/2/18		36 Parker St., Yonkers, N. Y.	
Eckels, John H.	Sgt.	9/18/17	10/11/18	Wynnote, Pa.	
Elton, John B.	Pvt.	7/7/18		Alamo, Ga.	
Fiorello, Antonio	Sgt.	9/18/17		131 Walnut Ave., Ardmore, Pa.	
Fishel, George P.	Pvt. 1st cl.	9/18/17		1546 W. Market St., York, Pa.	
Foster, James	Pvt.	7/6/18		200 Elmore St., Bessemer, Ala.	
Fridge, Malcolm D.	Corp.	1/12/19		Kinder, La.	
Fundaburk, Mercer L.	Wag.	7/6/18		Laverne, Ala.	
Gaston, Clehard H.	Cook	7/2/18		Tekoa, Wash.	
Giardina, Johnnie	Wag.	7/5/18		901 Wash. Ave., Greenville, Miss.	
Gibson, Prentiss E.	Pvt. 1st cl.	7/5/18		Lucedale, Miss.	
Giles, Willie L.	Wag.	7/5/18		114 West St., Hattiesburg, Miss.	
Gintling, John A.	Pvt.	7/2/18		202 Mura St., Baltimore, Md.	
Gram, Lester V.	Pvt. 1st cl.	3/28/18	10/29/18	245 So. 8th St., Columbia, Pa.	
Green, John S.	Wag.	7/5/18		McLain, Miss.	
Gremminger, Harry	Pvt. 1st cl.	9/18/17		922 Crosby St., Chester, Pa.	
Gronbeck, Walter H.	Pvt.	3/28/18		11 So. Walnut St., Mechanicsburg, Pa.	
Guy, Roy	Pvt.	7/2/18		Stephen, Mo.	
Harless, Claud C.	Wag.	7/6/18		Eden, Ala.	
Harris, Douglas C.	Corp.	7/5/18		305 Juniper St., Atlanta, Ga.	
Hegelmayer, Fred P.	Wag.	7/5/18		224 Berlin St., Buffalo, N. Y.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Heacock, Maurice J.....	Corp.	11/4/17		13 Holland Ave., Ardmore, Pa.	
Healey, James.....	1st Sgt.	10/20/17		316 N. Vermillion St., Danville, Ill.	
Henretty, Patrick J.....	Pvt.	7/2/18		301 Water St., Smithport, Pa.	
Herr, Ross D.....	Pvt. 1st cl.	3/28/18		Quarryville, Pa.	
Hillman, Bodo.....	Pvt.	7/5/18		Leakesville, Miss.	
Houigan, Edward V.....	Pvt.	7/5/18	9/3/18	526 W. 130th St., New York City	Evac. to hosp., never returned
Horst, Vernon R.....	Corp.	3/28/18		Main St., Terryhill, Pa.	
Irving, Kenneth J.....	Wag.	7/5/18		Wet, Miss.	
Johnson, Edward K.....	Pvt. 1st cl.	7/2/18		Carver St., Brandon, Vt.	
Johnson, Morris J.....	Pvt. 1st cl.	7/2/18		West 6th St., Marcus Hook, Pa.	
Jordan, John.....	Pvt. 1st cl.	3/28/18		16 Spruce St., Lewistown, Pa.	
Keller, Robert R.....	Pvt.	3/28/18		So. Market St., Elizabethtown, Pa.	
Kelly, Thomas.....	Pvt.	7/2/18		256 Chestnut St., Camden, N.J.	
King, Bartlow E.....	Pvt. 1st cl.	7/7/18	3/30/19	Martin, Ga.	Honorable discharge Transferred
Kment, Vincent.....	Pvt.	7/2/18	10/29/18	Buffalo, N.Y.	
Krumcke, Cland M.....	Wag.	7/5/18		Hollingsprings, Miss.	
Kulp, George P.....	Pvt.	7/2/18		Columbia Jct., Iowa	
La Point, Earl J.....	Wag.	7/5/18		St. Regis Falls, N.Y.	
Laskowsky, Adam W.....	Corp.	7/6/18		311 Arizona St., El Paso, Texas	
Laughrey, Leon L.....	Pvt.	7/2/18		218 Miles Ave., Billings, Mont.	
Lazure, Thomas K.....	Wag.	7/5/18		Ticonderoga, N.Y.	
Lea, Clark R.....	Pvt. 1st cl.	7/5/18		Magnolia, Miss.	
Lemry, Edward.....	Sgt.	7/5/18	2/13/19	205 West End Ave., New York City	Honorable discharge
Lilija, John B.....	Pvt.	7/2/18		812 Jackson St., Streator, Ill.	
Lowry, Glenn H.....	Pvt.	7/2/18		Rochester Mills, Pa.	
Magee, John G.....	Corp.	7/7/18		755 Lawson Ave., Penfield, Pa.	
May, Thomas C.....	Wag.	7/6/18		Cuba, Ala.	
Mayer, Frank A.....	Mess. Sgt.	10/3/17		625 Tioga St., Philadelphia, Pa.	
Mays, John C.....	Wag.	7/6/18		Ella, Ala	
Marchand, Edwin L.....	Pvt.	7/2/18		Oriskany Falls, N.Y.	
Martin, Homer.....	Pvt.	7/5/18	9/20/18	Ripley, Miss.	Evac. to hosp., never returned

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Maxwell, Hiram C.....	Pvt. 1st cl.	7/5/18		Brookhaven, Miss.	
Mealer, Claud P.....	Wag.	7/5/18	1/16/19	Indiana, Miss.	
Mikel, Herbert E.....	Pvt.	7/5/18	9/20/18	Silver Creek, Miss.	Evac. to hosp., never returned
Moore, Robert E.....	Wag.	7/2/18		214 E. Bidle St., Baltimore, Md.	
Morgan, Charles W.....	Wag.	7/6/18		1005½ Main St., Houston, Texas	
McAllen, Frank R.....	Sgt.	10/3/17		2737 W. 6th St., Philadelphia, Pa.	
McClory, Patrick.....	Wag.	9/18/17		Greenwood Ave., Wyncoate, Pa.	
McGee, Jason R.....	Wag.	7/7/18	3/18/19	Robert, Ga.	Evac to hosp., never returned
McGuckin, Raymond F.....	Pvt. 1st cl.	10/3/18		2843 N. Marshall St., Philadelphia, Pa.	
McGettigan, John A.....	Sgt.	10/3/17		Glenside, Pa.	
McKeon, Charles A.....	Sgt.	10/3/17		Oganizt, Pa.	
McKeon, Michael J.....	Pvt.	7/7/18	3/4/18	493½ Aspen St., Philadelphia, Pa.	Evac. to hosp., never returned
McNernie, Thomas F.....	Sgt.	10/3/17		22½ Ardmore St., Ardmore, Pa.	
Nicholas, James W.....	Pvt. 1st cl.	7/5/18		West Point, Miss.	
Nix, Harry A.....	Pvt. 1st cl.	7/2/18		2438 Spring Grove Ave., Cincinnati, Ohio.	
O'Conner, Stephen.....	Pvt. 1st cl.	7/2/18		45 Landern St., San Francisco, Cal.	
Osborne, David E.....	Pvt. 1st cl.	7/2/18		Kamas, Utah	
Packer, Frank J.....	Wag.	9/18/17		912 Madison St., Chester, Pa.	
Padoshiek, Edward.....	Pvt. 1st cl.	7/2/18		Wenatchee, Wash.	
Pfaaff, Daniel J.....	Pvt. 1st cl.	7/2/18		Billings, Mont.	
Ponder, John L.....	Wag.	7/5/18		Beech, Miss.	
Pospisil, Bernard B.....	Pvt. 1st cl.	7/2/18		1332 2nd Ave., New York City	
Randall, Ernest M.....	Pvt. 1st cl.	7/2/18		Sammam, Columbia Co., Pa.	
Raupp, Russell M.....	Pvt. 1st cl.	7/2/18		130 Holbrook Ave., Detroit, Mich.	
Remus, Frank F.....	Pvt. 1st cl.	7/2/18		333 W. 6th St., Superior, Wis., Osyka, Miss.	
Reynolds, John W.....	Wag.	7/5/18		3644 No. 13th St., Philadelphia, Pa.	
Rudy, Paul E.....	Sgt.	9/18/17		Flora, Miss.	
Russum, Julius F.....	Wag.	7/5/18			
Saunders, Frank E.....	Wag.	7/2/18			

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Saul, Everett H.....	Wag.	7/5/18		Errath, Miss.	
Schilling, Nelson D.....	Wag.	7/5/18		Meridian, Miss.	
Sharley, Samuel A.....	Wag.	7/6/18	9/19/18	Athens, Ga.	
Smith, Amos S.....	Corp.	9/18/17		Bryn Mawr, Pa.	
Stange, Leonard J.....	Cook	9/18/17	9/20/18	Philadelphia, Pa.	
Steahle, John F.....	Pvt.	7/7/18	9/19/18	Stroudsburg, Pa.	
Stetson, Joseph.....	Pvt.	7/2/18		Twin Falls, Idaho	
Stokes, Charles W.....	Wag.	7/6/18		Opelika, Ala.	
Stuckey, Jack K.....	Wag.	7/6/18		Chillicothe, Texas	
Sweeney, Thomas L.....	Corp.	10/3/17		100 Church Road, Ardmore, Pa.	
Teague, Theodore D.....	Wag.	7/6/18		Ashville, Ala.	
Thorn, Doss H.....	Pvt. 1st cl.	7/2/18		Harrisburg, Ark.	
Thus, Harry M.....	Corp.	10/3/17		7th St. & Commission Ave, Philadelphia, Pa.	
Traynor, Patrick.....	Corp.	10/3/17		569 Lancaster Ave., Bryn Mawr, Pa.	
Ulmer, Edwin H.....	Corp.	10/3/17		2934 No. 6th St., Philadelphia, Pa.	
Walker, Norman.....	Corp.	10/3/17		406 Ryers Ave., Cheltenham, Pa.	
Weber, Walter J.....	Sup. Sgt.	10/3/17		3132 No. 9th St., Philadelphia, Pa.	
Wechsler, Paul.....	Sgt.	10/3/17		Westville, N. J.	
Welch, William F.....	Corp.	7/5/18		Mount Olive, Miss.	
Weldy, Henry M.....	Wag.	7/5/18	12/1/18	Leedsville, Miss.	
Whittle, Michael J.....	Cook	11/4/17		3646 N. Camac St., Philadelphia, Pa.	
Williams, Joe D.....	Pvt. 1st cl.	7/6/18		Albany, Ala.	
Williams, N. D.....	Pvt.	7/5/18		Wayside, Miss.	
Windham, John O.....	Pvt. 1st cl.	7/6/18	4/5/19	Decatur, Ala.	Honorable discharge
Wooley, Samuel R.....	Pvt. 1st cl.	7/6/18	3/23/19	Leeds, Ala.	Honorable discharge
Zimmerman, Ernest E.....	Pvt.	3/28/18	9/19/18	South Duke St., York, Pa.	Evac. to hosp., never returned
Whitmire, Swinton R.....	Pvt. 1st cl.	7/5/18		Edinburg, Miss.	

COMPANY C.

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Thayer, John B.....	Capt.	11/23/18		Haverford, Pa.	Company Commander from assignment to disbanding of Co.
Carner, Leslie.....	Capt.	9/20/17	11/23/18	Princeton, Ky.	Trans. to 315 F. Hos., Glo- rieux, France. Later as- signed to 3rd Army Corps. Army of Occ., Germany Trans. to Co. D.
Montgomery, Thos. M....	1st Lt.	4/ 18	8/5/18	The Warwick, 1906 Sansom St., Philadelphia, Pa.	Trans. to Sorbonne, Univ., Paris Trans. to Co. D.
Bates, Harry C.....	1st Lt.	12/ 17	5/15/19	1 Madison Ave., New York City	
Levering, Leigh C.....	1st Lt.	1/25/19	4/20/19	319 W. 95th St., New York City	
Veree, Thos. E.....	1st Lt.	1/28/19		London, England	
Martin, Cyrus G.....	2nd Lt.	12/12/18	1/23/19	Kentucky	Trans. to 154th F. A. Brigade
Hittner, Irvin J.....	2nd Lt.	4/24/19		Tell City, Ind.	
Ambrogj, Joseph N.....	Sgt.	9/21/17	2/10/19	634 Winwood Rd., Philadelphia, Pa.	Transferred to 1st Replace- ment Depot, France
Anderson, Thomas O.....	Wag.		7/5/18	Gulfport, Miss.	
Andrews, Leon P.....	Wag.		7/3/18	Camden, Ala.	
Appicciafuoco, Pasquale..	Pvt. 1st cl.	9/20/17		339 Howard St., Chester, Pa.	
Armentrout, Charles H...	Wag.	11/4/17		2624 Hampden Ave., Baltimore, Md.	
Baer, Harry S.....	Corp.	2/26/18		Bair, York County, Pa.	
Ball, Vernon L.....	Pvt.	5/27/18		Neavitts, Md.	
Barnett, Alexander H....	Cook	7/4/18		Clover, S. C., R.F.D. No. 3	
Barton, Porter.....	Pvt. 1st cl.	7/5/18		West Point, Miss.	
Batterman, Herbert C...	Pvt.	7/5/18	7/31/18	Allentown, Pa.	
Bennett, Timothy E.....	Pvt.		3/31/19	Pawling, N. Y.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Biles, Joseph	Pvt.	5/27/18		2437 N. Marshall St., Philadelphia, Pa.	
Blessing, Edward G.	Bugler	2/26/18	11/20/18	Lebanon, Pa.	
Bosco, Joseph	Pvt. 1st cl.	9/20/17	3/4/19	107 Shipley St., Wilmington, Del.	Transferred to Field Hosp. No. 315, Glorieux, France
Bross, Pierce N.	Pvt. 1st cl.	2/25/18		500 S. 8th St., Lebanon, Pa.	Transferred to 1st Replacement Depot, France
Brown, Wm. S.	Wag.	7/4/18		131 Main St., Brewer, Me.	
Carpenter, Harold W.	Pvt. 1st cl.	7/4/18		Columbia Station, Ohio	
Carneal, Colby C.	Wag.	7/5/18		Lexington, Ky.	
Chapman, Allen A.	Pvt.	7/5/18		Philadelphia, Pa.	
Carroll, Richard N.	Sgt.	9/20/17		100 W. 7th St., Chester, Pa.	
Chenault, Jack.	Wag.	7/5/18		Houston, Miss.	
Clauges, Joseph.	Pvt.	7/4/18		Blackwood, N. J.	
Clawson, Ray W.	Pvt. 1st cl.	7/5/18		Fayette, Miss.	
Clower, Rufus.	Pvt. 1st cl.	7/5/18		1402 22nd Ave., Gulfport, Miss.	
Combs, Hobart W.	Wag.	7/4/18		Dayton, Ohio	
Cox, Robert B.	Corp.	7/5/18		340 Ash Ave., Bessemer, Ala.	
Craig, Joseph E. G.	Sgt.	9/20/17		Rosemont, Pa.	
Cramer, Roy W.	M. Sgt.	9/20/17		1142 Rising Sun Lane, Philadelphia, Pa.	
Crist, John I.	Wag.	7/4/18		Redkey, Ind., P. O. Box 745	
Crowell, Wilson.	Wag.	5/20/18		5001 S. Eshland Ave., Chicago, Ill.	
Dahn, Jacob J.	Pvt.	7/4/18	10/6/18	231 Burr Oak St., Kalamazoo, Mich.	Transferred F. A. Replacement Depot, Sathonay, France
D'Agostino, Domenick.	Wag.	9/20/17		Ardmore, Pa.	
Dalton, Matthew J.	Corp.	9/20/17		257 E. Westmoreland St., Phila- delphia, Pa.	
Davis, George A.	Wag.	2/26/18		E. Hanover St., Hanover, Pa.	
Dodds, William P.	Wag.	7/5/18		Glancy, Miss., R.F.D.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Dunaway, James	Wag.	1/13/18		Farmington, Ky., R.F.D. 1	
Elliott, Thomas H.	Wag.	7/4/18		1514 W. Ninth Ave., Spokane, Wash.	
Fleeman, Wm. E.	Pvt. 1st cl.	7/4/18		Hornerville, Mo.	
Flinn, Edgar O.	Wag.	7/5/18		Mineral Wells, Miss.	
Fooshee, Grady H.	Wag.	7/5/18	2/18/19	Nocono, Texas	Transferred to 1st Replacement Depot, St. Aignan, France
Forrest, Edwin	Corp.	11/2/17		903 W. Indiana Ave., Philadelphia, Pa.	
Gallagher, Daniel W.	Sgt.	11/2/17		2630 Reed St., Philadelphia, Pa.	
Gilmore, Glenn E.	Corp.	7/10/18		401 Shepherd St., Lansing, Mich.	
Glover, Willis E.	Wag.	7/5/18		Pontotoc, Miss.	
Golden, Joseph A.	1st Sgt.	1/1/18		229 S. 7th St., Newark, N. J.	
Gould, Joseph	Sgt.	9/20/17		3123 N. Percy St., Philadelphia, Pa.	
Gray, George McN.	Cook	9/20/17		Union, N. J., Box 76	
Grant, Nathan F.	Pvt.	7/4/18		118 Spring St., Gloversville, N. Y.	
Grant, Travis U.	Pvt.	7/5/18	11/25/18	Westpoint, Miss.	Transferred to Field Hosp., Glorieux, France
Green, John J.	Wag.	7/7/18		Forsyth, Ala., Box 341	
Haffner, Roy E.	Corp.	9/20/17		718 W. Venango St., Philadelphia, Pa.	
Hall, L. K.	Wag.	7/5/18		Hazeburst, Miss.	
Hall, O. E.	Pvt. 1st cl.	7/5/18		Amory, Miss., R.F.D. 4	
Hamilton, John C.	Corp.	9/20/17	10/6/18	Ardmore, Pa.	
Hancock, Floyd L.	Pvt. 1st cl.	7/5/18	4/20/19	Sherman, Miss.	
Handschenmacher, W. J.	Corp. Co.	9/20/17		719 W. Venago St., Philadelphia, Pa.	
	Gas N.C.O.			Watkinsville, Ga.	
Hardigree, Clarence G.	Wag.	7/5/18		2657 Braddock St., Philadelphia, Pa.	
Harley, George	Corp.	9/20/17			

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Harmon, G.....	Pvt.	7/5/18	9/6/18	Jackson, Miss.	Transferred to F. A. Regt., Glorieux, France
Harrell, J. C.....	Corp.	7/7/18		Eastman, Ga.	
Harrison, H. W.....	Pvt.	7/5/18	11/21/18	McPherson, Ga.	Transferred to 315 Field Hosp., Glorieux, France
Hayes, George.....	Corp.	9/20/18	11/20/18	Ardmore, Pa.	Transferred to 315 Field Hosp., Glorieux, France
Hayes, Jeremiah.....	Pvt. 1st cl.	9/20/17		531 Brice St., Baltimore, Md.	
Hemphill, William.....	Wag.	9/20/17		2930 W.Taylor St., Philadelphia, Pa.	
Hendrix, Emery G.....	Pvt. 1st cl.	7/7/18		Rockmart, Ga.	
Hess, Willis R.....	Sgt.	9/20/17	12/22/18	55 Hanson Place, Brooklyn, N.Y	Transferred to 315 F. A., Glorieux, France
Hill, Earl.....	Pvt. 1st cl.	7/5/18		Water Valley, Miss.	
Hill, William C.....	Wag.	7/5/18		Ellisville, Miss.	
Hiltz, William.....	Pvt. 1st cl.	7/4/18		210 24th St., Denver, Colo.	
Horn, George J.....	Pvt.	3/12/18		7 N. Sullivan St., Wilkes-Barre, Pa.	
Jackson, Cecil J.....	Pvt. 1st cl.	7/4/18		Hamilton, Mont.	
Jones, Howard C.....	Pvt. 1st cl.	7/5/18		Huntsville, Ala.	
Jerome, Derald.....	Pvt.	7/4/18		56 North St., Claremont, N. H.	
Kenerley, De Witt.....	Pvt.	7/4/18		Pratt City, Ala.	
Kirkpatrick, Cody E.....	Pvt. 1sr cl.	7/4/18		Velma, Okla.	
Lane, Elon E.....	Wag.	7/5/18	3/7/19	Flora, Miss.	Transferred to 1st Replacement Depot, St. Aignan, France
200					
Lackey, Robert C.....	Pvt. 1st cl.	7/5/18		111 N. Church St., Greenville, Ala.	
Langford, Benjamin F., Jr.	Wag.	7/5/18		1012 N. Pearce St., Memphis, Tenn.	
Lareau, Fred.....	Wag.	1/21/19		Tower City, N. D.	
Lareau, Joseph.....	Wag.	1/21/19		Tower City, N. D.	
Lee, Marcus M.....	Pvt.	7/4/18		Holdenville, Okla.	
Lernihan, Matthias.....	Pvt.	7/4/18		447 W. 57th St., New York	
Lintz, Ray D.....	Corp.	7/4/18		Deer Lodge, Mont.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Lowery, George L.....	Pvt. 1st cl.	7/7/18	9/26/18	Eastman, Ga.	Transferred to F. A. Replacement Regiment
Lyon, John V.....	Pvt.	7/9/18	9/9/18	2303 So. Hemberger St., Philadelphia, Pa.	Transferred to Base Hosp.
McCaffrey, James	Pvt.	7/4/18	9/9/18	52 Broad St., Port Chester, N. Y.	No. 8, Limoges, France
McKinney, Ernest L.....	Pvt.	9/20/17	9/26/18	407 Edgemont Ave., Chester, Pa.	Transferred to 1st Replacement Reg., F. A.
McGee, Frank.....	Pvt.	7/5/18		Pheba, Miss.	
McLean, Henry I. T.....	Wag.	7/5/18		Bellamy, Ala.	
McMillian, James L.....	Corp.	7/7/18		Humble, Texas	
McPartlan, James V.....	Wag.	7/4/18		446 E. 79th St., New York	
Marble, Fred.....	Pvt.	7/4/18		Bennett, Iowa	
Menges, Frederick	Corp.	7/4/18		389 7th Ave., New York	
Miller, Harry M.....	Pvt. 1st cl.	2/26/18		Railroad St., Annville, Pa.	
Miller, Louie A.....	Wag.	7/3/18		Altoona, Ala., R.F.D. 3	
Mixon, Claude J.....	Pvt. 1st cl.	7/5/18		New Augusta, Miss., R.F.D. No. 11	
Montgomery, Henry G.....	Pvt. 1st cl.	7/5/18		Thompson, Ga.	
Moore, William T.....	Pvt.	7/5/18		Gray, Ga.	
Morgan, Forrest B.....	Pvt. 1st cl.	7/3/18		Providence, R. I.	
Mullen, Daniel J.....	Pvt. 1st cl.	7/3/18		2713 Am St., Philadelphia, Pa.	
Myers, George D.....	Pvt. 1st cl.	7/5/18		Hattiesburg, Miss., R.F.D. No. 2	
O'Connell, Michael J.....	Pvt.	7/5/18	11/15/18	Verdun, Mont.	Transferred to Base Hosp.
O'Shea, Francis B.....	Pvt. 1st cl.	7/4/18		2326 Jackson Boulevard, Chicago, Ill.	
Ort, Thomas E.....	Wag.	2/25/18		202 Bradden Ave., Lewistown, Pa.	
Pendell, Robert G.....	Wag.	7/4/18		Violet Ave., Poughkeepsie, N. Y.	
Poorman, Joseph B.....	Wag.	7/5/18		W. Union, Ill.	
Porter, Charmie A.....	Pvt. 1st cl.	7/5/18	3/18/19	Columbus, Miss.	
Preston, John E.....	Pvt. 1st cl.	11/4/17		Transferred to Base Hosp.	
				No. 24, Limoges, France	
				No. 91, Commercy, France	
				1928 Ethol St., Verdun, Montreal, Canada	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Randall, William.....	Corp.	7/12/18		Westrey Island, Orkney Islands, Scotland	
Ridgely, Joseph N.....	Wag.	7/2/18		513 2nd St., N.W., Washington, D. C.	
Ritter, Anderson G.....	Pvt. 1st cl.	7/3/18		Tupelo, Miss.	
Rowand, Charles A., Jr ..	Sgt.	11/3/17		116 N. Aberdeen Place, Atlantic City, N. J.	
Rupert, Howard B.....	Pvt.	3/3/18		New City, Pa.	Transferred to M. T. School, Sathonay, France
Russo, Fritz.....	Pvt.	3/8/18	10/6/18	Atlantic City, N. J.	
Schafer, Jacob J., Jr ..	Cook	7/4/18		429 E. Main St., Springfield, Ohio	Transferred to M. T. School, Sathonay, France
Scruggin, Carl C.....	Pvt.	7/4/18	10/6/18	Spokane, Wash.	
Seay, Charlie J.....	Pvt. 1st cl.	7/5/18		Clayton, Ala.	
2 Sieber, Paul N.....	Bug.	7/4/18		Camden, Ind.	
2 Sikes, Laurie D.....	Wag.	7/5/18		Luverne, Ala.	
Smalley, Bryant G.....	Pvt.	7/4/18	10/6/18	Detroit St., Hammond, Ind.	Transferred to F. A. Replacement Depot, Sathonay, France
Smalley, Joseph John.....	Sgt.	9/20/17		811 N. 16th St., Philadelphia, Pa.	
Smith, Wilbur F.....	Wag.	7/9/18	3/30/19	Mullens, S. C.	Transferred to 1st Replacement Depot, St. Aignan, France
Snyder, Lloyd S.....	Pvt. 1st cl.	7/4/18		Northampton, Pa.	
Stauffer, Herbert E.....	Pvt. 1st cl.	7/4/18		1035 N. 9th St., Reading, Pa.	
Stedman, Dewey J.....	Pvt. 1st cl.	7/4/18		2922 W. Robey St., Chicago, Ill.	
Stokes, William H.....	Pvt. 1st cl.	7/9/18		Bethune, S. C.	
Stubbs, George E.....	Pvt.	7/4/18		Kallisell, Mont.	
Swope, Luther R.....	Pvt. 1st cl.	2/26/18	1/20/18	Carlisle, Pa.	Transferred to Headquarters Troop, 9th Army
Terry, Dewitt.....	Corp.	7/5/18		E. North St., Canton, Miss.	
Thompson, John.....	Pvt. 1st cl.	7/4/18		34 Rensselaeur St., Albany, N. Y.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Venetta, Harry D.	Pvt. 1st cl.	7/4/18		Coldwater, Mich.	
Walker, Glenn R.	Pvt. 1st cl.	7/4/18		Iowa Falls, Iowa	
Ward, Peter J.	Pvt. 1st cl.	7/4/18	10/6/18	182 Nassau Ave., Brooklyn, N. Y.	Transferred to M. T. School, Sathonay, France
Warfel, Amos M.	Pvt. 1st cl.	2/26/18	11/20/18	Lancaster, Pa.	Killed by motor truck accident near Brabant, France, while constructing roads
Wieland, Walter.	Pvt. 1st cl.	7/4/18		924 W. Ottawa St., Lansing, Mich.	
Weilcmann, Henry.	S. Sgt.	9/20/17		3037 Fairhill St., Philadelphia, Pa.	
Wenner, Warren T.	Corp.	9/20/17		1013 W. Lehigh Ave. $\frac{c}{\circ}$ Y. M. C. A., Philadelphia, Pa.	
Wesner, Arthur F.	Pvt. 1st cl.	7/4/18		Frackville, Pa.	
Whelan, James V.	Wag.	7/3/18		Jefferson, Texas	
White, Harvey A.	Wag.	7/4/18	2/21/19	637 Fairview Ave., Bowling Green, Ky.	Transferred to Base Hosp.
Whitham, Elmer.	Wag.	9/20/17		Glenside, Mont. Co., Pa.	
Wickward, Thomas N.	Corp.	11/2/17		Narberth, Mont. Co., Pa.	
Williams, Richard S.	Corp.	7/7/18		Mertzon, Texas	
Winburn, Wm. M.	Corp.	7/9/18	11/20/18	Middendorf, S. C.	
Wolf, George M.	Sgt.	9/20/17		2963 Kensington Ave., Philadelphia, Pa.	
Wood, Charles Jr.	Wag.	11/5/18		1929 Chester Pike, Eddystone, Pa.	
Wright, Joy C.	Bug.	7/4/18		Kimberley, Idaho, Box No. 84	
Wyka, Ignatz.	Pvt.	5/25/18	11/15/18	4640 E. Thompson St., Philadelphia, Pa.	Transferred to S. O. S. Hosp., Amer. E. F., France
Zimmerman, Daniel B.	Wag.	9/20/17		Ardmore, Mont. Co., Pa.	

COMPANY D.
Ayers, Blackstone D. 1st Lt. 1/11/19 4/21/19 Accomac, Va. Known as "Blackstone"

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Fearhake, John D.	Capt.	4/21/19		60 Broadway, New York City	Known as "Pop Fearhake"
Levering, Leigh C.	1st Lt.			319 W. 95th St., New York City	Known as "Happy Jack"
Montgomery, Thos. M.	1st Lt.			1906 Sampson St., Philadelphia, Pa.	Known as "Monty"
Pharaoh, Frank H.	2nd Lt.	9/27/17		1117 Tioga St., Philadelphia, Pa.	Snap and precision
Prosser, Robert S.	1st Lt.			New Albany, Ind.	Known as "Bob"
Rabineau, Franklin L.	1st Lt.	4/27/19		538 W. 124th St., New York City	
Taylor, Jesse.	2nd Lt.	4/24/19		603 W. Main St., Blytheville, Ark.	
Stevenson, Alex. B.	2nd Lt.	12/12/18			
Thayer, John B.	Capt.	9/27/17		Haverford, Pa.	Known as "Capt. Jack"
Anderson, Arthur C.	Pvt.	7/9/18		1741 St. Paul St., Philadelphia, Pa.	Nickname "Rum Hound"
Andrews, Joseph C.	Pvt. 1st cl.	7/4/18		McWilliams, Ala.	Nickname "Traveling Salesman"
Antonucci, Giulio C.	Pvt. 1st cl.	7/1/18		102 Kearsler St., Lodi, N. J.	I'm a painter; will you?
²⁰⁴ Armstrong, William P.	Pvt.	7/4/18	3/1/19	Republic, Ala.	Attended University of Clermont, Clermont, France.
Barry, John T.	Pvt.	7/4/18	8/31/18	334 N. Craig St., Pittsburgh, Pa.	Nickname "Army"
Beaudette, Phillip R.	Corp.	7/5/18	8/31/18	324 S. 34th St., Billings, Mont.	Transferred to Motor School, Sathonay Ain, France
Bender, Wallace H.	Sgt.	10/4/17	10/27/18	104 Central Ave., Cheltenham, Pa.	Transferred to Motor School, Sathonay Ain, France
					Served as Co. Sup. Sgt. Sent to O. T. S. at Saumur, France, while Co. was stationed at La Courtine
Borell, Louis S.	Sgt.	10/4/17		2750 Reese St., Philadelphia, Pa.	Nickname "Loorie"
Brackbill, Daniel G.	Wag.	3/28/18		R.F.D. Port Royal, Pa.	Nickname "Silent Dan"
Brindley, Stanley.	Pvt.	7/5/18	12/14/18	Collinsville, Ala.	Transferred to hosp. while Co. was stationed at Haumont, France
Bruhl, Harvey T.	Wag.	7/1/18		107 N. Leebrick St., Burlington, Ia.	Nickname "The Tramp"

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Buckwalter, Marcus J.	Wag.	3/28/18	1/20/19	Gordonville, Pa.	Transferred to hosp. while Co. was stationed at Souilly, France
Buckwalter, Menno S.	Pvt.	3/28/18	2/11/19	Gordonville, Pa.	Transferred to hosp. while Co. was stationed at Souilly, France
Carlin, Alexis M.	Corp.	10/4/17		3627 N. 13th St., Philadelphia, Pa.	Commended by Gen. Johnson for driving burning truck out of Clermont, 2/4/19. Nickname "Reds,"
Carr, Patrick J.	Pvt.	7/3/18		1467 Amsterdam Ave., New York City	Nickname "Pat,"
Carroll, John P.	Wag.	10/4/17		3240 N. 6th St., Philadelphia, Pa.	Nickname "Scratch 'em"
Costello, Edward F.	Sgt.	10/4/17	4/6/19	110 Brookfield Ave., Ardmore, Pa.	Honorably discharged
Coyle, William J.	Pvt. 1st cl.	7/4/18		Huntsville, Ala.	Nickname "Corn Whiskey"
Crawford, Joseph.	Pvt. 1st cl.	7/5/18	7/31/19	704 W. Allegheny St., Philadelphia, Pa.	Transferred to Motor School, Sathanoy Ain, while Co. was stationed at St. Le- omer, France
Creekmore, Jennings B.	Pvt.	7/4/18		1059 12th St., Detroit, Mich.	Nickname "Jiggs"
Crockett, Frank K.	Wag.	9/26/17		3414 W. 4th St., Chester, Pa.	Nickname "Cooz,"
Davis, Paul S.	Pvt.	7/4/18		Pelham, Pa.	Nickname "Mabel,"
Dean, Otho W.	Pvt.	7/4/18		Ashland, Ala.	Nickname "Biddy,"
DiGiovanni, Anthony.	Pvt.	7/4/18		2304 W. Chicago Ave., Chicago, Ill.	Sent to Motor School at Sathanoy Ain, France in 8/18. Returned to Co. in 3/19
DiPaola, Carmine W.	Pvt.	7/4/18	11/21/18	131 Washington St., Tuckahoe, N. Y.	Honorably discharged because of disability. Nickname "Gondola,"

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Duff, Michael J., Jr	Pvt.	11/30/17	1/19/19	Ardmore, Pa.	Died in U. S. A. Base Hosp. No. 57, Paris, France. Cause of death, pneumonia. His happy spirit was missed by all his comrades
Dunlap, Harold.....	Wag.	7/4/18		178 Arch St., Akron, Ohio	Nickname "Tinker"
Eaton, Harold H.....	Wag.	7/3/18		621 Stillwell Road, Port Arthur, Tex.	Nickname "Sand-eater"
Edgeworth, Walter E.....	Pvt.	3/12/19		Ruby, S. C.	Nickname "Recruit"
Elkimenikow, Waldimir.....	Wag.	7/3/18		341 West St., New York City	Nickname "Ecky"
Fain, Henry G.....	Corp.	7/4/18		Wetumpka, Ala.	Nickname "Bo"
Fanus, Ralph C.....	Bug.	3/28/18		139 3rd St., Hanover, Pa.	Nickname "The Bugler"
Farrell, John T.....	Pvt.	10/5/17		3033 Titan St., Philadelphia, Pa.	Nickname "Jack." Resigned as Cook after serving the boys for more than a year
206 Fisher, Harry M.....	Corp.	9/20/17	Quarryville, Pa.		Nickname "Hiram Peachbottom,"
					Nickname "I. P. Cognac"
Freeman, Henry J.....	Wag.	7/4/18		Toccoa, Ga.	Nickname "Runt"
Fullerson, Wm. B.....	Sgt.	1/9/19		327 Hugo St., Clarksdale, Miss.	Nickname "Bedbug"
Gallagher, Edward A.....	Wag.	7/6/18		1631 N. 19th St., Philadelphia, Pa.	Nickname "Gobble"
Golinsky, Alex. P.....	Pvt. 1st cl.	10/5/17		509 Ryers Ave., Cheltenham, Pa.	Nickname "Leather-lung"
Gallagher, Thomas J.....	Wag.	7/4/18		118 Postoffice St., Galveston, Texas	Nickname "Kid Snookum,"
Goodwin, Raymond C.....	Pvt. 1st cl.	7/4/18		Stetson, Me.	Nickname "Inkpot Bob"
Hamilton, Robt. E.....	Corp.	11/19/17		2026 Edgemont Ave., Chester, Pa.	Transferred to Motor School in Sathanoy. Ain, France, while Co. was at St. Leoner, France
Hanson, Ben W.....	Pvt.	7/5/18		8/31/18 901 Edward St., Hattiesburg, Miss.	Nickname "Pop"
Harris, Julian T.....	Pvt. 1st cl.	7/5/18			Nickname "Hospital"
Hart, Henry W.....	Pvt.	7/4/18			Nickname "Al,"
Hendricks, Albert J.....	Pvt.	11/14/17			Nickname "Lonesome Hank"
Henry, Frank D.....	Sgt.	7/4/18			

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Houck, Jesse G.....	Corp.	9/20/17	258 Yost Ave., Spring City, Pa.	Nickname "Chisel Chin."	
Hudgins, Ben F.....	Wag.	7/4/18	Decatur, Ga.	Violinist in Reg. Orchestra	
Impicati, Gaetano.....	Pvt.	5/27/18	8/31/18 718 Worton St., Philadelphia, Pa.	Nickname "Big Ben"	
Ireland, Walter H.....	Corp.	7/4/18	410 S. Franklin St., Van Wert, Ohio	Transferred to Motor School	
Jenkins, Robert C.....	Pvt. 1st cl.	7/6/18	Coldwater, Miss.	in Stattevoy Ain, France	
Johnson, Calvin H.....	Wag.	7/9/18	424 5th St., Huntington, W. Va.	Nickname "Whitey"	
Johnson, Henry M.....	Pvt.	7/4/18	8/19/19 363 Peoria St., Pasadena, Cal.	Nickname "Big Boy"	
Kallenbach, Ernest A. F..	Cook	11/14/17	City line, Oak Lane, Philadelphia, Pa.	Nickname "Boot-Legger"	
207 Kane, Bernard P.....	Pvt.	7/4/18	11/21/18 1613 2nd Ave., Watervliet, N. Y.	Transferred to Base Hosp., No. 24, Limoges, France	
Kelly, Ernest G.....	Corp.	7/5/18	Tupelo, Miss.	Nickname "Ernie"	
Kelly, Seymour J.....	Pvt.	7/4/18	1080 Greene Ave., Brooklyn, N. Y.	Transferred to hosp. because	
King, Herman.....	Pvt. 1st cl.	7/4/18	374½ Crane Ave., Detroit, Mich.	of disability "Fatty"	
King, Robert C.....	Pvt.	7/5/18	12/5/18 808 Jackson St., Vicksburg, Miss.	Nickname "See More"	
Kistler, Charles R.....	Wag.	1/8/18	Hamburg, Pa.	Nickname "Baldy"	
Kruger, Ray.....	Wag.	7/5/18	Cutbank, Mont.	Transferred to hosp. while Co.	
Lane, Ward S.....	Pvt. 1st cl.	7/5/18	McCarley, Miss.	was stationed at Death Valley	
Law, Thomas J., Jr.....	Cook	3/28/18	603 Rockland St., Lancaster, Pa.	Nickname "Winegar on Wic-	
Leman, Horace B.....	Pvt.	7/4/18	65 Park Place, Brooklyn, N. Y.	tuals"	
Linder, Frank H.....	Pvt. 1st cl.	7/5/18	Union Church, Miss.	Nickname "Loan Me δ	
McCabe, Laurence F.....	Wag.	11/14/17	3150 N. 8th St., Philadelphia, Pa.	Frances"	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
McClintock, James E.....	Wag.	7/4/18	1/24/19	216 Ave. D., Cloquet, Minn.	
McElroy, Needum J.....	Wag.	7/4/18		Woodstock, Ala.	Sent to hosp. after being injured while repairing a motor truck in Souilly. Later sent home
McLaughlin, Frank L.....	Wag.	11/14/17		1134 Spruce St., Chester, Pa.	Nickname "Big Algerian"
McNeil, Chiney.....	Cook	7/4/18		Superior, Wis.	Nickname "Frog Pond"
McPartland, John W.....	Pvt. 1st cl.	7/4/18		1376 McAlaster St., San Francisco, Cal.	Nickname "One 48 Chimy"
McRaney, Henry G.....	Pvt. 1st cl.	7/5/18		Collins, Miss.	Nickname "Boy Scout"
Mackay, John A.....	Pvt.	7/4/18	8/31/18	430 E. 5th St., Boston, Mass.	Nickname "Mack"
Martin, Arthur.....	1st Sgt.	11/14/17		618 E. 15th St., Chester, Pa.	Transferred to Motor School, Sathanoy, France
Meyer, Henry.....	Wag.	7/4/18	3/27/19	2514 Berlin St., Chicago, Ill.	Nickname "Simon Brunner"
208 Meyers, Irving M.....	Pvt.	7/4/18	9/24/18	Marshall, Texas	Transferred to hosp. in Chau-mont-sur-Aire, France
Miller, Plato R.....	Pvt.	7/4/18	8/31/18	139 W. Buffalo St., Concord, N. C.	Transferred to 311 F. A. as an electrician
Miller, Russell H.....	Pvt.	7/4/18			Transferred to Motor School, Sathanoy Ain, France
Moran, Edmond T.....	Pvt. 1st cl.	7/4/18			Nickname "Cincinnatti"
Morgan, Claude A.....	Pvt.	7/5/18			Nickname "Jack"
Morlock, Herbert V.....	Sgt.	9/20/17			Nickname "Never Smile"
Murphy, William F.....	Pvt.	7/9/18			Nickname "Hoorb"
Mullen, Frank W.....	Wag.	7/6/18			Nickname "Fighting Fire-man"
Myers, Jesse J.....	Pvt. 1st cl.	7/4/18		519 N. 37th St., Philadelphia, Pa.	Nickname "Old Soldie"
Neims, Joseph E.....	Corp.	7/4/18		Alpharetta, Ga.	Nickname "Moonshtimer"
Owens, Louis C.....	Pvt.	11/29/17	8/31/18	755 Diamond St., Coatesville, Pa.	Nickname "Hero of La Courtime", Transferred to Motor School, Sathanoy Ain, France

Name	Rank	Entered Company	Arrived Departure	Home Address	Remarks
Parker, Ralph D.	Pvt.		7/4/18	11/21/18	435 Cambridge St., Allston, Mass. Transferred to hosp. with mustard gas while burying the dead
Parton, Lynn E.	Pvt.		7/4/18		Nickname "Horse Thief"
Paul, Arnold	Wag.		11/14/18	Idaho Falls, Idaho 339 W. Rockland St., Philadelphia, Pa.	Nickname "Dago"
Peek, Ray E.	Wag.		7/4/18	Oxford, Ga.	Nickname "Youse Guys"
Peterson, Nels O.	Pvt. 1st cl.		7/4/18	15 N. 15th St., Minneapolis, Minn.	Nickname "Gota Yob"
Pope, William E.	Pvt. 1st cl.		7/5/18	Inman, S. C.	Nickname "Babe"
Prendergast, Thos. J.	Sgt.		9/20/17	814 Upland St., Chester, Pa.	Nickname "Capt. Beefsteak"
Quick, Henry J.	Wag.		7/4/18	131 Prospect St., Brooklyn, N. Y.	Nickname "Ax"
Randall, Carl W.	Pvt.		7/4/18	35 Dell St., Ashlatabula, Ohio	Nickname "Souvenir"
Rayborne, Mark	Pvt. 1st cl.		7/5/18	Baxterville, Miss.	Nickname "Mark Time"
Reed, Wm. P.	Wag.		7/4/18	266 S. Clinton Ave., Rochester, N. Y.	Nickname "Little Eva"
Rementer, Harry A.	Pvt.		3/12/18	Stone House Lane. Below Penn. R.R., Philadelphia, Pa.	Nickname "Recruit"
Remminger, Raymond	Corp.		3/28/18	Terre Hill, Pa.	Nickname "Waumpeser"
Rich, Robert B.	Wag.		7/4/18	91 Park St., Springfield, Mass.	Honorably discharged. Nick- name "Benny"
Richards, Raphael J.	Pvt.		3/28/18	364 N. 7th St., Lebanon, Pa.	Nickname "Have you a Mirror?"
Sampson, Ernest E.	Wag.		7/3/18	3321 Hudson St., Baltimore, Md.	Nickname "Big Eyed Sam"
Schmalheiser, Joseph	Pvt.		7/5/18	215 W. Anderson St., Savannah, Ga.	Nickname "Smalle"
Schiffab, Robert F.	Pvt. 1st cl.		7/4/18	104 Moyallen St., Wilkes-Barre, Pa.	Nickname "Mule Skinner"
Sheffield, Greene E.	Pvt. 1st cl.		7/5/18	Rathiff, Miss.	Nickname "Professor"
Shirley, Joseph M.	Pvt. 1st cl.		7/5/18	Increase, Miss.	Nickname "Read 'em and Weep"
Shock, Bert	Pvt.		7/4/18	1119 Liard St., Akron, Ohio	Honorable disch. Co. Barber
Siedschlag, Karl G.	Pvt.		7/4/18	Pilot Rock, Ore.	Nickname "Seed" Student of Beaune University

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Smith, Arlie E.	Pvt. 1st cl.	7/5/18	Woodville	Nickname "A. E."	
Smith, John J.	Corp.	9/20/17	Swedesboro, N. J.	Nickname "Sis Hopkins"	
Smith, Leals C.	Pvt.	7/5/18	Alabama City, Ala.	Nickname "Elsie"	
Smith, Ray Springfield, Whit.	Pvt.	7/5/18	79 R.R. Ave., Gainesville, Ga.	Nickname "George"	
	Pvt.	7/5/18	Gattman, Miss.	Transferred to hosp. Nick- name the "Fiddler"	
Sprinkle, William N.	Wag.	7/3/18	736 Pacific St., Baltimore, Md.	Nickname "I was just going to do it,"	
Stackhouse, Charley	Pvt.	7/4/18	Westport, Ky.	Nickname "Machine Gun Charley"	
Stafford, Sam C.	Pvt.	7/5/18	Winona, Miss.	Nickname "Goofer"	
Steffenson, Sabin C.	Wag.	7/4/18	Norway, Iowa	Transferred to hospital,	
Stirm, Jacob C.	Wag.	7/4/18	121 Schley St., Glendale, L. I., N. Y.	Nickname "Skiwegan"	
Strong, Fred C. Tackett, Nubern C.	Pvt. 1st cl.	7/5/18	North Port, Ala. Ratcliff, Miss.	Nickname "Dog Robber" Nickname "Alley Toot Sweet"	
Talheim, Daniel S. Taney, Howard R.	Bug. Corp.	9/20/17 9/20/17	Chambersburg, Pa. 46 Penn. Ave., Phoenixville, Pa.	Nickname "Dan" Drummer Regt. Orch. Nick- name "Snow" 	
Taylor, James A.	Pvt.	7/4/18	195 10th Ave., New York City, N. Y.	Injured while unloading shell near Haumont, France	
Theriault, Isidore. Thompson, Thos. S. Torrey, Louis B., Jr.	Pvt.	7/4/18	2004 S. 1 St., Tacoma, Washington	Nickname "Duke"	
	Sgt.	11/27/17	27 Holland Ave., Ardmore, Pa.	Honorably discharged	
	Pvt.	7/4/18	306 Scanlon Bldg., Houston, Texas	Transferred to 9th Corps Headquarters	
Traucht, Ivan G.	Pvt.	7/4/18	8/31/18 Beverly Hills, Cal.	Transferred to Motor School,	
Trumble, Donald N. Walker, Joseph L. Wallsmith, Henry.	Pvt. 1st cl.	7/4/18 11/14/17 7/5/18	845 Margaret St., Flint, Mich. 3246 N. 6th St., Philadelphia, Pa. Wiggins, Miss.	Sathanoy Ain, France Nickname "Don" Nickname "Huck" Nickname "Pickinny"	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Warren, William T.....	Sgt.	9/20/17		Phoenixville, Pa.	Nickname "Mom"
Wasson, Charles H.....	Wag.	7/9/18		Avis, Pa.	Nickname "Floating Arms"
Watson, Walter H.....	Pvt. 1st cl.	7/4/18		141 W. Scott Ave., Rahway, N. J.	Nickname 1st Class Pvt."
Weems, Hilton E.....	Corp.	7/5/18		Lake, Miss.	Nickname "Madeleine"
Welcomer, Harry C.....	Wag.	3/28/18		R.F.D. No. 8, Lancaster, Pa.	Nickname "Owl"
Welden, John, Jr.....	Sgt.	11/14/17		2948 N. Franklin St., Philadelphia, Pa.	Nickname "Requisition Johnnie"
Wendt, Charles F.....	Pvt. 1st cl.	7/4/18		1945 S. Kedsie Ave., Chicago, Ill.	Nickname "Unconscious"
West, Loyde E.....	Pvt.	7/4/18		R.F.D. F., Fresno, Cal.	Nickname "California Night-in-Gale"
Whirls, Enoc C.....	Pvt.	7/5/18	9/9/18	Cynthiana, Ky.	Transferred to hospital
White, Frank M.....	Pvt.	7/5/18		1219 Meigs St., Augusta, Ga.	Nickname "F. M."
White, Victor L.....	Pvt. 1st cl.	7/4/18		Bethel, Tenn.	Nickname "Dopey Vick"
White, Oscar D.....	Pvt.	7/5/18		Louisville, Miss.	Nickname "O. D."
Williams, Alvin P.....	Pvt. 1st cl.	7/5/18		Waterville, Ky.	Nickname "Padueah"
Williams, Fred W.....	Pvt. 1st cl.	7/5/18		1703 Noble Ave., Anniston, Ala.	Nickname "F. W."
Williamson, Gilbert.....	Pvt. 1st cl.	7/5/18		Adamsville, Ala.	Nickname "Hand Shaker"
Wilson, Cecil H.....	Sgt.	2/3/19		Heber Springs, Ark.	Nickname "Woodrow"
Wittmer, John.....	Wag.	11/14/17		2 Bellevue Ave., Wyncone, Pa.	Nickname "Silent John"
Yates, Charles A.....	Pvt. 1st cl.	7/5/18		R.F.D. No. 4, Collins, Miss.	Nickname "Alligator Bate"
Young, Robert W.....	Pvt.	7/5/18		408 E. St., Yazoo City, Miss.	Nickname "Alibi"
Zitzmann, John B.....	Corp.	7/4/18		Wabasso, Minn.	Nickname "Zitz"
COMPANY E.					
Belt, Karl L.....	Capt.			1159 Davis Ave., Pittsburgh, Pa.	
Hurd, Ernest M.....	1st Lt.			10 Lincoln Terrace, Yonkers, N. Y.	
Hoopes, Harry T.....	2nd Lt.			56 Washington St., Chagron Falls, Ohio	Came to Regiment in Souilly Transferred from Reg. day before leaving Andelot
Haupert, Frank H.....	1st Lt.			Unknown	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Ruth, John A.....	2nd Lt.			31 S. Madison St., Allentown, Pa.	Formerly Sgt. 2nd Lt.
Thomas, Joseph A.....	2nd Lt.			209 Lehman St., Lebanon, Pa.	Left to take course at Gettysburg University
Alberton, Rocciole.....	Pvt.	11/23/17		Edgewise, Pa.	Aptd. Corp. 4/18/18
Alden, Edward.....	Corp.	7/9/18		12 Dennison St., Luzerne, Pa.	Aptd. Pvt. 1st cl. 9/1/18
Algerman, Harry.....	Pvt. 1st cl.	4/12/18		690 E. 4th St., Chester, Pa.	Aptd. Corp. 3/21/19 Co.
Allewelt, Charles B.....	Corp.	3/28/18		Hanover, Pa.	Clerk since 4/1/18
Andes, Clemens S.....	Mec.	9/20/17		Honey Brook, Pa.	Aptd. Mec. 1/1/18
Austin, Lyman B.....	Pvt.	7/9/18		R.F.D. No. 8, Erie, Pa.	
Bair, Joseph S.....	Pvt.	3/28/18		22 Lancaster Ave., Columbia, Pa.	
Bardman, Daniel W.....	Corp.	10/3/17		525 Buttonwood St., Norristown, Pa.	Evac. to hosp., never returned. Aptd. Corp. 3/21/19
Barto, Myron G.....	Pvt.	10/1/17		Douglasville, Pa.	
Bauder, William D.....	Pvt.	7/2/18		Nellington, N.Y.	
Behmke, Harry C.....	Corp.	10/3/17		100 Franklin Ave., Norristown, Pa.	Aptd. Corp. 4/18/19
Bixler, George M.....	Pvt. 1st cl.	10/3/17		Shillington, Pa.	Aptd. Pvt. 1st cl. 11/1/17
Brindle, Charles A.....	Pvt.	3/14/19		Chambersburg, Pa.	
Brooks, Earl P.....	Pvt. 1st cl.	11/14/17		3431 N. Marshall St., Philadelphia, Pa.	
Burgert, Charles.....	Corp.	10/3/17		3279 Belgrade St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 9/1/18
Burkholder, Amos.....	Sgt.	10/11/17		Mohnton, Pa.	Aptd. Corp. 4/18/19
Burton, Gideon C.....	Sup. Sgt.	9/26/17		Honey Brook, Pa.	Aptd. Sgt. 7/6/18
Butcher, George J.....	Pvt.	7/2/18		Lovelock, Nev.	Aptd. Sup. Sgt. 3/4/19
Cabero, Lee G.....	Pvt.	7/2/18	11/4/18	Elkinsville, Ga.	
Carpenter, Wm. P.....	Pvt. 1st cl.	11/14/17		Villa Nova, Pa.	Evac. to hosp., never returned
Chambers, Samuel L.....	Corp.	9/26/17		Kennett Square, Pa.	Aptd. Pvt. 1st cl. 5/28/18
Chestnut, Samuel W.....	Pvt. 1st cl.	3/14/19		2102 E. Susquehanna Ave., Philadelphia, Pa.	Aptd. Corp. 11/8/17
Christman, Aaron N.....	Pvt.	10/3/17	11/18/19	Stonersville, Pa.	Evac. to hosp., never returned

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Clark, Edgar G.	Pvt.	7/2/18	3/15/19	1105 Potter St., Chester, Pa. 2809 Fort Ave., Baltimore, Md.	Discharged
Clark, Martin M.	Pvt.	3/16/19			Aptd. Pvt. 1st cl. 9/1/18
Cleaver, John R.	Pvt. 1st cl.	10/11/17			Aptd. Pvt. 1st cl. 9/1/18
Cocco, Pascal.	Pvt.	10/10/17			Aptd. Stable Sgt. 6/12/18
Coffroad, James W.	Stable	9/26/17			Aptd. Stable Sgt. 6/12/18
Coleman, Frank L.	Pvt.	7/5/18			Aptd. Pvt. 1st cl. 4/18/19
Comacca, Paul.	Pvt. 1st cl.	3/28/18			Aptd. Pvt. 1st cl. 4/18/19
Connors, Daniel A.	Pvt.	7/5/18			Aptd. Pvt. 1st cl. 4/18/19
Craig, Richard W.	Pvt. 1st cl.	7/2/18			Aptd. Pvt. 1st cl. 4/18/18
Cureton, Hugh A.	Pvt. 1st cl.	6/28/18			Aptd. Pvt. 1st cl. 4/18/18
Daly, Robert O.	Pvt.	6/28/18	3/15/19	2011 23rd Ave., Gulfport, Miss. Trenton, Ga.	Discharged
Davis, Oscar F.	Pvt.	3/14/19			Aptd. Pvt. 1st cl. 11/25/18
DeFlavia, Christy.	Pvt. 1st cl.	7/8/17			Aptd. Pvt. 1st cl. 11/25/18
Dettorre, Nicola.	Pvt. 1st cl.	10/3/17			Aptd. Pvt. 1st cl. 9/3/18
Deysher, John H.	Pvt.	10/3/17			Aptd. Pvt. 1st cl. 9/3/18
Deitrich, Wm. J.	Pvt. 1st cl.	10/3/17			Aptd. Pvt. 1st cl. 9/3/18
DiSanto, Michael.	Pvt.	11/23/17			Aptd. Pvt. 1st cl. 9/1/18
DiSipio, Eugenio.	Pvt.	10/3/17			Aptd. Pvt. 1st cl. 9/1/18
Dissinger, Peter J.	Pvt.	7/9/18			Aptd. Pvt. 1st cl. 11/25/18
Donnelly, Eugene.	Pvt. 1st cl.	3/28/18			Aptd. Pvt. 1st cl. 11/25/18
Dorworth, Chas. D.	Sgt.	10/3/17			Aptd. Sgt. 12/6/17
Dotts, Nathan D.	Corp.	10/3/17			Aptd. Corp. 10/23/18
Doyle, James B.	Corp.	3/28/18			Aptd. Corp. 11/21/18
Duff, Chas. M.	Pvt. 1st cl.	3/14/19			Aptd. Corp. 7/6/18
Duggan, Vincent J.	Corp.	10/6/17			Aptd. Corp. 7/6/18
Dunlap, Robert W.	Corp.	9/26/17			Aptd. Corp. 1/1/18
Eachus, Rowland, I.	Pvt.	7/8/18	17 1st St., Upland, Pa.		Aptd. Pvt. 1st cl. 11/25/18
Eck, Claude J.	Pvt. 1st cl.	10/3/17			Aptd. Pvt. 1st cl. 5/28/18
Eckhart, Raymond.	Pvt. 1st cl.	10/3/17			Aptd. Pvt. 1st cl. 5/28/18
Ellis, John R.	Pvt.	3/15/19			Aptd. Pvt. 1st cl. 4/18/19
Endy, Earl G.	Pvt. 1st cl.	10/3/17			Aptd. Pvt. 1st cl. 4/18/19

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Evans, Sherwood R.	Pvt.	1st cl. 11/14/17		3525 N. 7th St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 5/28/18
Everding, Harry P.	Sgt.	10/3/17		158 W. Main St., Norristown, Pa.	Aptd. Sgt. 1/1/18
Faith, Joseph C.	Pvt.	7/8/18		234 Van Sicklin St., Brooklyn, N.Y.	
Ferrara, James.	Pvt.	7/9/18		1828 S. 12th St., Philadelphia, Pa.	
Fox, David D.	Pvt.	7/9/18		Frederick, Md.	
Frey, Paul R.	Pvt.	3/28/18		Elizabethtown, Pa.	
Gaither, Murray E.	Pvt.	1st cl. 7/9/18		South River, Md.	
Gettel, Robt. S.	Corp.	3/28/18		New Freedom, Pa.	
Gibbons, Garnett A.	Pvt.	7/2/18	4/10/19	Hudsonville, Miss.	
Gilbert, Wm.	Pvt.	3/15/19		52nd St., W. Philadelphia, Pa.	
Godshalk, Thad. S.	Pvt.	10/3/17		542 George St., Norristown, Pa.	
Godshalk, Samuel R.	Wag.	11/14/17		2530 McKee St., Philadelphia, Pa.	Aptd. Wag. 3/27/18
Goldstein, Herman J.	Pvt.	1st cl. 7/2/18		36 Stephenson St., Pittsburgh, Pa.	Aptd. Pvt. 1st cl. 11/25/18
Grappone, John.	Pvt.	7/9/18		238 Frost St., Brooklyn, N.Y.	Aptd. Pvt. 1st cl. 11/25/18
Greathouse, Tonie.	Pvt.	3/15/19		Greenville, Texas	
Gross, Raymond A.	Ch. Mech.	10/3/17		819 Arch St., Norristown, Pa.	
Hall, George D.	Pvt.	7/10/18		Annapolis, Md.	
Hammons, Fred.	Pvt.	3/14/19		Humpberg, Kan.	
Harbold, Paul G.	Corp.	3/28/18		R.F.D. 3, Mechanicsburg, Pa.	
Hart, Al Vernon.	Pvt.	6/28/18		Douglas, Ga.	
Harris, James.	Pvt.	3/15/19		Wintergreen, Va.	
Hetzzen, Valdemar.	Pvt.	3/15/19		Arlington, R. I.	
Henning, Harold N.	Pvt.	10/3/17		522 Green St., Norristown, Pa.	
Hertzog, Paul R.	Sgt.	10/3/17	4/10/19	224 W. Douglas St., Reading, Pa.	Aptd. Sgt. 1/1/18
Hess, George R.	Pvt.	10/3/17		Shoemakersville, Pa.	
Highley, George H.	Pvt.	9/26/17		Valley Forge, Pa.	
Hoffman, Clinton A.	Pvt.	1st cl. 10/3/17		Shoemakersville, Pa.	
Hoffman, Morris L.	Hs.	10/3/17		Shoemakersville, Pa.	
Holtzman, Hubert J.	Pvt.	7/9/18		883 Bank St., Akron, Ohio	
Hubler, George W.	Pvt.	3/14/18		Park Place, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Jaka, Mervin.....	Pvt.	7/2/18	10/15/18	Crystal Falls, Mich.	Transferred to Motor Training School
Jakilinas, Jonas.....	Pvt. 1st cl.	7/9/18		715 E. Caldwell St., Chester, Pa.	Aptd. Pvt. 1st cl. 11/25/18
Jakows, Boleslaw.....	Pvt.	7/9/18		110 Roxborough St., Manayunk, Pa.	
Johnson, Albert.....	Pvt.	3/14/19		Alto, Texas	
Johnson, Howard L.....	Pvt.	7/10/19		209 S. 1st St., Brooklyn, Md.	
Kemmerer, William.....	Pvt.	7/2/18	11/15/18	Greenlane, Pa.	Evac. to hosp.
Kemp, George L.....	Cook	10/3/17		Kutztown, Pa.	Aptd. Ck. 11/1/17
Kerr, George A.....	Pvt. 1st cl.	10/3/17		Hamburg, Pa.	Aptd. Pvt. 1st cl. 11/1/17
Keeler, Ronald G.....	Pvt. 1st cl.	10/3/17		637 Haws Ave., Norristown, Pa.	Aptd. Pvt. 1st cl. 4/18/19
Keelye, Warren L.....	Pvt.	10/3/17		Hyde Crest, Pa.	
Killam, George.....	Pvt. 1st cl.	7/5/18		18 Desmont St., Manchester, Mass.	Aptd. Pvt. 1st cl. 4/18/19
King, Nelson B.....	Pvt.	3/28/18		Mifflintown, Pa.	
20 Kirkpatrick, James M.....	Pvt. 1st cl.	7/2/18		Fort Lawn, S. C.	Aptd. Pvt. 1st cl. 12/25/18
Krick, Elmer L.....	Corp.	10/3/17		Shillington, Pa.	Aptd. Corp. 4/18/18
Kropp, Gustav A.....	Pvt.	7/2/19	12/26/18	215 Brocket St., Kenosha, Wis.	Evac. to hosp.
Kulp, Eden H.....	Corp.	10/3/17		Boyertown, Pa.	Aptd. Corp. 4/18/19
Kunkel, Fred.....	Pvt.	3/15/19		4130 W. Oakdale Ave., Chicago, Ill.	
Kunkle, Thomas B.....	Hs.	10/3/17		Shoemakersville, Pa.	
LaBarre, Harry.....	Pvt. 1st cl.	3/14/19		Penarygle, Pa.	
Lindstrom, Harold A.....	Pvt.	3/14/19		Lewisville, Idaho	
Logan, Andrew M.....	Pvt.	7/9/18		2730 N. Hope St., Philadelphia, Pa.	
Lounsherry, Richard F....	Pvt.	7/9/18		2504 Stonehouse Lane, Philadelphia, Pa.	
Love, LeRoy W.....	Corp.	10/3/17		1333 W. Penn St., Norristown, Pa.	Aptd. Corp. 3/4/19
Lukens, Elton.....	Pvt.	3/28/19		Dunachnon, Pa.	
Macaluso, Ralph.....	Pvt.	10/3/17		516 E. Main St., Norristown, Pa.	
Mackey, Lovic J.....	Pvt.	7/2/18		Stoneboro, S. C.	
Manata, Charles.....	Pvt.	7/2/18	11/15/19	Swathmore, Pa.	
Markward, Thomas H....	Pvt.	9/26/17		203 N. Harrison St., Wilmington, Del.	Evac. to hosp.

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Martin, William E.....	Pvt.	1st cl. 10/3/17		Gibraltar, Pa.	Aptd. Pvt. 1st cl. 11/25/18
May, William F.....	Pvt.	1st cl. 7/9/18		Duncannon, Pa.	Aptd. Pvt. 1st cl. 4/18/19
McAndrews, Wm. H.....	Pvt.	7/9/18		25 Tederick St., Pittston, Pa.	
McCarthy, James R.....	Pvt.	7/2/18		Lexington, S. C.	
McGlaun, David E.....	Pvt.	6/28/18		Cussetta, Ga.	
McInerney, Joseph A.....	Sad.	11/23/17		7317 Oak Ave., Melrose, Pa.	Aptd. Sad. 4/9/18
McKernon, Frank R.....	Pvt.	3/14/19		618 Rugby, Schenectady, N. Y.	
McKenzie, Harry.....	Pvt.	1st cl. 7/2/18		229 E. Spruce St., Springfield, Ill.	Aptd. Pvt. 1st cl. 4/18/19
McLean, Robert M.....	Pvt.	7/2/18		Bishopville, S. C.	
Menn, Tony.....	Pvt.	7/2/18		613 Indiana St., San Antonio, Cal.	Aptd. Pvt. 1st cl. 11/25/18
Miller, Amandus M.....	Sgt.	10/3/17		Shamrock, Sta. Pa.	Aptd. Sgt. 4/18/19
Miller, John H.....	Wag.	10/3/17		Berkley, Pa.	Aptd. Wag. 7/9/18
Morat, Fred N.....	Pvt.	1st cl. 7/2/18		Lee Center, N. Y.	Aptd. Pvt. 1st cl. 4/18/19
Miller, Ray.....	Pvt.	3/14/19		Morango, Ind.	
Moyer, John M.....	Pvt.	1st cl. 10/3/17		601 Swede St., Norristown, Pa.	Aptd. Pvt. 1st cl. 4/18/19
Muthart, Clarence A.....	Corp.	10/3/17		Boyertown, Pa.	Aptd. Corp. 7/6/18
Newswanger, Harry E.....	Pvt.	3/28/18		Quarryville, Pa.	
Newton, Thos. W.....	Pvt.	7/2/18		Thomasville, Ga.	
Noll, Adam R.....	Pvt.	1st cl. 10/3/17		Vance, S. C.	
Norris, John E.....	Pvt.	7/2/18		Temple, Pa.	
Norton, John C.....	1st Sgt.	11/23/17		29 W. Lancaster Ave., Ardmore, Pa.	Aptd. 1st Sgt. 7/4/18
O'Donnell, John M.....	Corp.	10/5/17		110 W. Lancaster Ave., Ardmore, Pa.	Aptd. Corp. 4/18/19
Porter, John B.....	Pvt.	1st cl. 7/2/18		Wilmington, S. C.	Aptd. Pvt. 1st cl. 11/25/18
Poston, Ernest G.....	Pvt.	7/2/18		Johnsonville, S. C.	
Pottiger, Ralph S.....	Mec.	10/3/17		Temple, Pa.	
Pressler, Frank.....	Pvt.	7/2/18	11/5/18	Front St., Duncannon, Pa.	Aptd. Mec. 5/28/18
Rapine, Meredith C.....	Pvt.	10/3/17	9/3/18	1068 Powell St., Norristown, Pa.	Evac. to hosp.
Rawle, Joseph N. Jr.....	Pvt.	7/9/18		5412 6th Ave., Brooklyn, N. Y.	Transferred
Reber, Walter E.....	Pvt.	3/28/18		Riverfort Heights, Pa.	Aptd. Pvt. 1st cl. 11/25/18
Reisfield, Charles.....	Pvt.	7/2/18	11/5/18	505 Vermont St., Brooklyn, N. Y.	Evac. to hosp. 2/16/19
Rhoads, Edgar S.....	Sgt.	11/23/17		Willow Grove Ave., Edge Hill, Pa.	Transferred
					Aptd. Sgt. 4/18/19

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Rhoads, Elmer B.....	Hs.	10/3/17	Oley, Pa.	Aptd. Hs. 4/9/18	
Rogers, Thomas E.....	Pvt.	7/2/19	1/11/19	Buena Vista, Ga.	Evac. to hosp.
Riblet, Leonard.....	Pvt.	3/15/19		Defiance, Ohio	
Bickwald, Wm.....	Pvt.	3/15/19		254 S. Bouldin St., Baltimore, Md.	
Biegel, Bay C.....	Mess Sgt.	10/3/17		Kutztown, Pa.	Aptd. Mess Sgt. 1/5/18
Roberts, Victor.....	Ck.	11/14/17		1117 Madison St., Chester, Pa.	Aptd. Ck. 6/20/18
Rollman, Clinton S.....	Pvt. 1st cl.	3/28/18		Brownstown, Pa.	Aptd. Pvt. 1st cl. 12/1/18
Roth, George.....	Pvt. 1st cl.	10/3/17		Temple, Pa.	Aptd. Pvt. 1st cl. 12/1/18
Bothermel, Wm.....	Pvt.	10/3/17		Blandon, Pa.	
Botzinger, Leonard.....	Pvt.	7/2/18		345 Cherry St., Columbia, Pa.	
Ruffnel, Charles B.....	Bug.	10/3/17		Reading, Pa.	
Ruth, John A.....	Sgt.	10/3/17		Allentown, Pa.	
217 Sanders, John F.....	Pvt. 1st cl.	10/3/17	Dryville, Pa.	4/15/19	
Satterfield, Harry.....	Pvt. 1st cl.	11/14/17	1635 Claymount St., Wilmington, Del.	Aptd. Pvt. 1st cl. 9/1/18	
Saylor, Fred.....	Pvt. 1st cl.	10/3/17	Boyerstown, Pa.	Aptd. Pvt. 1st cl. 9/1/17	
Schmidt, George.....	Corp.	11/14/17	2945 N. Fair Hill St., Philadelphia, Pa.	Aptd. Corp. 4/18/19	
Schreiner, Charles.....	Pvt.	7/9/18	2706 W. Baltimore St., Baltimore, Md.		
Schwader, George.....	Pvt.	7/9/18	25 Dexter St., Trenton, N. J.		
Shearer, Decosta.....	Pvt. 1st cl.	10/3/17	Shoemakersville, Pa.	Aptd. Pvt. 1st cl. 11/25/18	
Shearer, Wm. J.	Sgt.	10/3/17	Stoney Creek Mills, Pa.	Aptd. Sgt. 3/4/19	
Sheehan, Charles P.....	Pvt.	10/3/17	753 Kohn St., Norristown, Pa.		
Schamkowitz, Frank.....	Pvt.	3/14/19	219 Moore St., Brooklyn, N. Y.		
Sheridan, Hugo.....	Pvt.	7/2/18	Greenwood, S. C.	Discharged	
Shields, Idus L.....	Pvt.	7/2/18	1415 Broad St., Augusta, Ga.	Evac. to hosp.	
Sieger, Earl E.....	Pvt. 1st cl.	10/3/17	Shoemakersville, Pa.	Aptd. Pvt. 1st cl. 4/18/19	
Simmons, Shelly.....	Pvt.	7/2/18	Blakeley, Ga.		
Simpson, George R.....	Pvt.	7/2/18	Clinton, S. C.		

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Smith, Linton H.	Corp.	7/2/18	4/15/19	Barnesville, Ga.	Discharged
Smith, Norman.....	Pvt. 1st cl.	3/28/18		Hershey, Pa.	Aptd. Pvt. 1st cl. 3/18/19
Stewart, John D.	Pvt. 1st cl.	7/2/19		Helena, Ga.	Aptd. Pvt. 1st cl. 11/25/18
Strausser, Chas. C. R.	Pvt.	10/3/17		Fleetwood, Pa.	
Sullivan, John J.	Pvt. 1st cl.	11/14/17		130 W. Steelton Ave., German-	Aptd. Pvt. 1st cl. 11/25/18
Swavely, Samuel P.	Wag.	10/3/17		town, Pa.	
Tabb, Torbit, Fred A.	Pvt.	7/2/18		Royerstown, Pa.	
Talbot, Fred A.	Sgt.	9/26/17		Augusta, Ga.	
Thomas, Martin L.	Corp.	3/28/18		Honey Brook, Pa.	
Thornton, James T.	Pvt.	7/2/18		252 E. Liberty St., York, Pa.	Aptd. Sgt. 1/1/19
Tucker, Thomas S.	Pvt. 1st cl.	7/2/18		Morgan, Ga.	
Umstead, Lynford A.	Sgt.	10/3/17		Mullins, S. C.	
Wagner, Martin L.	Pvt.	3/28/18		1017 W. Marshall St., Norristown,	Aptd. Pvt. 1st cl. 11/25/18
Wanamaker, John E.	Sgt.	10/3/17		Pa.	
Warrick, Roby L.	Pvt.	3/14/18		Milroy, Pa.	Aptd. Sgt. 4/18/19
Weigle, Tolbert B.	Pvt. 1st cl.	3/28/18		36 Allegan St., Otsego, Mich.	
Weiss, Samuel.	Pvt.	3/14/19		Goldsboro, S. C.	Discharged
Weslock, Peter P.	Pvt. 1st cl.	12/23/18		New Cumberland, Pa.	Aptd. Pvt. 1st cl. 4/18/19
Wheeler, Seward D.	Pvt. 1st cl.	10/3/17		1040 Parkway, Brooklyn, N. Y.	
White, Curtis L.	Corp.	10/3/17		737 S. 12th St., Saginaw, Mich.	Aptd. Pvt. 1st cl. 4/18/19
White, Robert C.	Pvt.	7/2/18		Shoemakersville, Pa.	Aptd. Pvt. 1st cl. 4/18/19
Whitman, Warren E.	Pvt.	10/3/17		Mohnton, Pa.	Aptd. Corp. 3/4/19
Wilkes, Rue H.	Pvt.	7/2/18		Shelly, N. C.	
Williams, Jacob W.	Pvt.	10/3/17		Birdsboro, Pa.	
Williams, Wm. F.	Pvt.	7/2/18		Appling, Ga.	
Williamson, Paul E.	Bug.	9/26/18		Blandon, Pa.	
Wilson, Clifford E.	Corp.	10/3/17		Bronwood, Ga.	
Wise, Albert R.	Pvt. 1st cl.	10/3/17		Lincoln Univ., Pa.	Aptd. Bug. 4/2/18
Witman, Ralph E.	Ck.	9/26/17		Fort Hill, S. C.	Discharged
				Tower City, Pa.	Aptd. Pvt. 1st cl. 4/18/19
				Elverson, Pa.	Aptd. Ck. 11/1/17

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Wolf, Jacob F.....	Pvt.	1st cl. 3/28/18	W. Hanover, Pa.	639 N. Front St., Steelton, Pa.	Aptd. Pvt. 1st cl. 9/1/18
Wolf, Jos.....	Pvt.	3/28/18	Glen Falls, N. Y.	7/2/18	Aptd. Corp. 3/4/19
Wood, Lyman J.....	Corp.	7/2/18	Eastman, Ga.	7/2/18	
Wright, Eddie H.....	Pvt.	7/2/18	Signtaw, Ga.	7/2/18	
Wynne, Wm. E.....	Pvt.	7/2/18	Elizabethtown, Pa.	3/28/18	
Zerphy, Daniel W.....	Pvt.	7/8/18	Manayunk, Pa.	Pvt. 1st cl. 7/8/18	Aptd. Pvt. 1st cl. 4/18/19
COMPANY F.					
Cresswell, Robert.....	Capt.	4/5/18	2122 Locust St., Philadelphia, Pa.	Transferred to G. Hqrs. on Special Duty from Nantes, France	
219 Delahunt, Edwin N.....	1st Lt.	1/19	c/o Adg. Gen., Washington, D. C.	Transferred to C. A. C.	
Hallstead, William F.....	2nd Lt.	4/9/18	c/o Scranton Tr. Co., Scranton, Pa.		
Robinson, Ralph M.....	2nd Lt.	4/25/19	3119 Imperial St., Cincinnati, Ohio		
Smith, George S.....	1st Lt.	9/15/17	123 Seminary Ave., Greensburg, Pa.	Transferred to Div. Hq. from Souilly, France	
Adams, Elmer.....	Pvt.	11/22/17	Conshohocken, Pa.		
Adams, George L.....	Corp.	5/16/18	Buckhead, Morgan Co., Ga.		
Allison, Francis N.....	Pvt.	5/16/18	Choestoe, Ga.		
Baggett, Allen W.....	Pvt.	4/28/18	Reynoldsville, Ind.		
Ballentine, James A.....	Sad.	5/16/18	Easley, S. C.		
Barlet, Irvin W.....	Pvt.	9/20/17	Blandon, Pa.		
Beldman, Daniel L.....	Corp.	10/5/17	539 Chain St., Norristown, Pa.		
Benfield, Elmer H.....	Pvt.	9/21/17	Bechtelsville, Pa.		
Bessette, Joseph V.....	Pvt.	11/4/17	425 E. 4th St., Chester, Pa.		
Bizzaro, Atileo.....	Pvt.	11/1/17	Narberth, Pa.		
Bower, Edgar.....	Pvt.	9/21/17	Birdsboro, Pa.		

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Bower, Roscoe.....	Pvt. 1st cl.	9/20/17	R.F.D. No. 1, Mertztown, Pa.		
Boyer, Daniel S.....	Pvt. 1st cl.	9/21/17	Oley, Pa.		
Blake, Michael J.....	Pvt.	5/25/18	2 Harvey Place, Buffalo, N. Y.	Transferred to hosp. at La Courtine, France	
Brady, Edward J.....	Pvt.	5/25/18	800 Seneca St., Buffalo, N. Y.		
Bratton, John.....	Pvt.	3/17/19	Kelton, S. C.		
Brawner, Alton.....	Pvt.	5/16/18	Chipley, Ga.		
Briggs, John N.....	Pvt. 1st cl.	12/13/17	82 Jackson St., Conemaugh, Pa.		
Brooke, Earl W.....	Sgt.	9/20/17	R.F.D. No. 1, Pottstown, Pa.		
Brown, George L.....	Pvt.	11/2/17	3315 Goodman St., Philadelphia, Pa.		
Brown, John R.....	Corp.	9/21/17	Esterly, Pa.		
Bryant, Edgar C. Jr.....	Pvt.	2/23/18	Manchester, Center Vt.		
Bunn, Edward F.....	Pvt.	5/24/18	40 Forrester St., Rochester, N. Y.		
Burkhardt, Gustave J.....	Pvt.	5/25/18	164 Jefferson St., Buffalo, N. Y.		
Callahan, Thos.....	Pvt.	5/25/18	76 Louisiana St., Buffalo, N. Y.		
Carmicella, Vincent.....	Pvt.	5/25/18	8 Hurlbert St., Auburn, N. Y.		
Casey, Bartholomew.....	Pvt.	5/25/18	201 Mackinaw St., Buffalo, N. Y.		
Cicora, Donato.....	Pvt.	5/25/18	52 West St., Auburn, N. Y.		
Clyton, Benjamin R.....	Pvt.	5/16/18	Erhardt, S. C.		
Cleaver, Horace R.....	Corp.	9/21/17	Manatawny, Pa.		
Conard, Clifford J.....	1st Sgt.	10/10/17	616 Pine St., Green Bay, Wis.	Transferred to Off. Tr. School at Samur, France, while Co. was at La Courtine	
Correll, Harvey.....	Corp.	9/20/17	Hamburg, Pa.		
Custer, Clayton C.....	Pvt. 1st cl.	11/3/17	Parkersford, Pa.	Medal for expert marksmanship while on Div. Rifle Team	
Croll, Raymond C.....	Pvt. 1st cl.	9/20/17	Topton, Pa.	Leg broken by kick of horse on 4/11/18	
De Graff, William.....	Pvt. 1st cl.	5/24/18	225 Weaver St., Rochester, N. Y.		

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Dissler, Frank B.	Pvt. 1st cl.	9/20/17	715 W. Atlantic St., Philadelphia, Pa.		
Delong, Cletus Y.	Pvt. 1st cl.	9/21/17	New Jerusalem, Pa.		
Dickinson, Walter P.	Sgt.	9/20/17	Cheltenham, Pa.		
Dokenwadel, Harry	Ch. Mech.	9/20/17	3424 N. 6th St., Philadelphia, Pa.		
Dold, Joseph.	Sgt.	9/20/17	Brookhurst Ave., Narberth, Pa.	1st Sgt. from 10/24/18 to 11/26/18	
Eckenroth, Albert.	Pvt.	9/21/17	Mohnston, Pa.		
Eckert, Oran L.	Pvt. 1st cl.	9/21/17	Oley, Pa.		
Eddinger, John M.	Corp.	9/21/17	Boyertown, Pa.		
Ehrgood, Victor I.	Pvt. 1st cl.	9/21/17	625 Gordon St., Reading, Pa.		
Eldridge, Frank O.	Pvt.	5/25/18	92 Ryan St., Buffalo, N. Y.		
Elliott, Frank F.	Pvt.	5/25/18	709 Perry St., Buffalo, N. Y.		
Frank, Peter J.	Pvt.	9/21/17	Bally, Pa.		
French, James H.	Sgt.	9/20/17	Villa Nova, Pa.		
Friedrich, Charles.	1st Sgt.	9/20/17	509 Ashbourne Ave., Ashbourne, Pa.	"One of Ashbourne's Iron Men"	
Friel, James P.	Sgt.	9/20/17	511 Ryers Ave., Cheltenham, Pa.		
Fritch, Charles C.	Hrshr.	9/21/17	Lands Store, Pa.		
Fryer, Clifton L.	Pvt.	9/20/17	125 Rockland St., W. Manayunk, Pa.		
Fueller, Karl M.	Mess Sgt.	9/20/17	Montgomery Ave., Elkins Park, Pa.	Transferred to Off. Tr. School from La Courtine "The Other Ashbourne Iron Man"	
Flynn, Leo. M.	Pvt.	5/6/18	Sugar Notch, Pa.	Transferred to 274 M. P. Co. from Souilly, France	
Gentilcore, Giovanni.	Pvt.	5/25/18			
Gesell, Arthur E.	Pvt.	5/24/18			
Glass, Howard G.	Pvt. 1st cl.	9/21/17			
					4½ Muedt Ave., Auburn, N. Y. 1572 E. Main St., Rochester, N. Y. Shillington, Pa.

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Glass, Milton H.	Cook	9/21/17		Stonersville, Pa.	
Goodwin, Frank B.	Pvt.	5/16/18		R.F.D. No. 3, Bamberg, S. C.	
Gould, John J.	Corp.	9/20/17		3122 N. 6th St., Philadelphia, Pa.	Company Clerk
Grogan, Edward R.	Pvt. 1st cl.	11/2/17		2849 N. 7th St., Philadelphia, Pa.	
Groff, Oscar.	Sgt.	9/20/17		800 Madison Ave., Baltimore, Md.	
Gross, Lloyd A.	Sgt.	9/21/17		Birdsboro, Pa.	
Gristwhite, Howard J.	Corp.	9/20/17		508 Martin St., Bellwood, Pa.	The Salvage King
Hafner, Earl P.	Pvt.	5/25/18		Buffalo St. Hosp., Buffalo, N. Y.	
Haney, Floyd B.	Pvt.	11/24/17		Kaw City, Okla.	
Hendershot, Oscar.	Pvt.	4/26/18		293 Stewart St., Washington, N. J.	
Heydt, Leroy D.	Pvt. 1st cl.	9/21/17		R.F.D. No. 1, Bechtelsville, Pa.	
Higgins, Francis C.	Corp.	11/3/17		Paoli, Pa.	
Houck, Clayton W.	Pvt. 1st cl.	2/26/18		126 Pleasant St., Hanover, Pa.	
Howe, Pearson.	Pvt.	5/27/18		Annapolis, Md.	
Transferred to hosp. from Brabant					
Huey, James E.	Wag.	11/24/17		181 E. 18th St., Chester, Pa.	
Hummel, Robert A.	Pvt.	9/21/17		Shillington, Pa.	
Jackson, Emmett M.	Pvt.	12/15/17		Conneaut Lake, Pa.	
Jones, Charles H.	Pvt. 1st cl.	12/14/18		521 S. 13th St., Reading, Pa.	
Kachel, Lewis M.	Pvt. 1st cl.	9/21/17		R.F.D. No. 2, Mohnton, Pa.	
Medal for Expert Marksmanship while on Div. Rifle Team					
Kemp, Andrew.	Hrschr.	12/20/17		543 S. 16½ St., Reading, Pa.	
Kerr, John M.	Pvt. 1st cl.	2/26/18		New Freedom, Pa.	
Klein, Sidney.	Corp.	9/20/17		3626 York Road, Philadelphia, Pa.	Company Clerk
Kline, Daniel S.	Corp.	9/20/17		Kutztown, Pa.	
Kearney, Harry L.	Pvt.	2/26/18		New Freedom, Pa.	
Keller, John H.	Pvt.	2/25/18		Lebanon, Pa.	
Klink, Milton A.	Bug.	9/20/17		3104 N. 16th St., Philadelphia, Pa.	
Transferred to hosp. from La Courtine					
Transferred to hosp. from Brabant					

Name	Rank	Date of Entering Company	Date of Departure	Home Address*	Remarks
Krewson, Isaac.....	Corp.	9/20/17		Cheltenham, Pa.	
Kratz, Edwin.....	Sgt.	9/20/17		3412 York Rd., Philadelphia, Pa.	Transferred to 274 M. P.
Lavey, William J.....	Pvt.	5/25/18		14 Busesy Ave., Auburn, N. Y.	
Leas, John H.....	Pvt.	2/26/18		Lewisberry, Pa.	
Leppo, Mervin H.....	Pvt.	2/26/18		Hanover, Pa., R.F.D. No. 4	
Lillis, John J.....	Pvt.	5/25/18		31 Vandalia St., Buffalo, N. Y.	
Lockhardt, John A. Jr.....	Pvt. 1st cl.	9/20/17		3018 N. 7th St., Philadelphia, Pa.	
Lomonaco, Clement.....	Pvt.	5/24/18		122 1st St., Rochester, N. Y.	
Long, George P.....	Pvt. 1st cl.	9/20/18		Kutztown, Pa.	
Lynch, John A.....	Pvt.	5/25/18		439 Perry St., Buffalo, N. Y.	
Lichtwart, Joseph R.....	Pvt.	5/24/18		201 6th St., Rochester, N. Y.	
McLachlan, Thomas.....	Pvt.	5/24/18		Transferred to hosp. from	
McDonald, Russell A.....	Pvt.	2/26/18		Brabant	
McHugh, Henry J.....	Pvt.	9/20/17			
Martin, Cecil T.....	Pvt. 1st cl.	12/14/17			
Michalchuk, Mike.....	Hrschr.	11/2/17			
May, William H.....	Pvt.	5/24/18			
Miller, Adam B.....	Pvt. 1st cl.	9/20/17		Gillette, Wyo.	
Miller, Paul.....	Pvt.	9/21/17		2450 S. 7th St., Camden, N. J.	
Mohn, Raymond J.....	Cook	9/21/17		61 Arch St., Rochester, N. Y.	
Moore, Frederick.....	Pvt.	5/7/18		Transferred to hosp. from	
Morgan, George K.....	Pvt. 1st cl.	11/2/17		Brabant	
Mulvehill, John A.....	Corp.	9/22/17			
Murphy, Thomas J.....	Pvt. 1st cl.	11/22/17			
Mutter, Leroy R.....	Pvt.	9/21/17			
Nauthon, Timothy.....	Pvt.	5/25/18			
Netti, Francesco.....	Pvt.	5/25/18			
				7 Orchard Ave., Auburn, N. Y.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Noble, James E.....	Pvt.	5/6/18		826 Santa Clara St., Ventura, Cal.	Transferred to Auto Schoo from St. Leomer
O'Dea, James J.....	Pvt.	5/25/18		2008 Bailey Ave., Buffalo, N. Y.	
O'Keefe, Joseph J.....	Pvt.	5/24/18		Buffalo, N. Y.	
O'Leary, Daniel T.....	Pvt.	5/25/18		19 Boston Pl., Buffalo, N. Y.	
Orwig, Walter L.....	Pvt.	2/26/18		New Freedom, Pa.	
O'Connell, James J.....	Pvt.	5/25/18		587 N. Division St., Buffalo, N. Y.	Transferred to hosp. from Brabant
Peters, Edward F.....	Pvt. 1st cl.	11/4/17		Glen Riddle, Pa.	
Pettigrew, James E.....	Pvt.	5/16/18		Starr, S. C.	
Perini, Felice.....	Pvt.	11/1/17		19 Holland Ave., Ardmore, Pa.	
224	Phillips, John W.....	Mec.	11/4/17	1005 Parker St., Chester, Pa.	
	Powell, Clarence R.....	Pvt.	2/25/18	Millerstown, Pa.	
	Powell, Frank M.....	Sgt.	9/20/17	715 Fulton St., Chester, Pa.	
	Plunkett, John.....	Sgt.	10/5/17	Bryn Mawr, Pa.	
	Quick, Delbert R.....	Pvt.	5/25/18	117 Pennant St., Buffalo, N. Y.	
	Reiford, Charles E.....	Pvt.	5/25/18	615 N. Division St., Buffalo, N. Y.	
	Richard, Harvey C.....	Mec.	9/21/17	R.F.D. No. 1, Reading, Pa.	
	Richie, William A.....	Pvt.	5/24/18	Hall, N. Y.	
	Ringler, Eddie S.....	Pvt. 1st cl.	9/20/17	Temple, Pa.	
	Roberts, Richard.....	Corp.	11/2/17	305 W. Cambria St., Philadelphia, Pa.	
	Ritter, William W.....	Pvt.	5/24/18	92 Vincent St., Rochester, N. Y.	
	Roach, Thomas.....	Pvt.	5/25/18	202 Perrine St., Auburn, N. Y.	Transferred to hosp. from Brabant
Rohrbaugh, William H.....	Pvt.	2/26/18		Fair Ave., Hanover, Pa.	
Rosenberg, Archie.....	Pvt.	3/17/19		Lititz, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Boss, John.....	Sup. Sgt.	9/20/17		Stony Creek, Conn.	
Rothenberger, Syl. L.....	Pvt. 1st cl.	9/21/17		Oley, Pa.	
Rounseley, Edward.....	Pvt. 1st cl.	12/14/17		Patton, Pa.	
Rotondo, Christopher.....	Pvt.	5/24/18		Bay St., Rochester, N. Y.	Transferred to hosp. from Brabant
Rudzenski, Hypolit.....	Pvt. 1st cl.	5/25/18		Hudson Heights, Jersey City, N. J.	
Sanders, Harris H.....	Pvt.	5/16/18		Hagood, S. C.	
Sanders, Wayne.....	Pvt. 1st cl.	9/21/17		Dryville, Pa.	
Saputrillo Pasquale.....	Pvt. 1st cl.	9/24/17		336 Howell St., Chester, Pa.	
Schappell, Arthur P.....	Wag.	9/20/17		Hamburg, Pa.	
Schaus, Arington.....	Pvt.	3/17/19		Brooklyn, N. Y.	
Schleier, Edward A.....	Sgt.	9/20/17		Hamburg, Pa.	
Schmehl, Ralph W.....	Pvt. 1st cl.	9/20/17		Chester Springs, Pa.	
Schnoyer, John J.....	Pvt.	9/20/17		Macungie, Pa.	
Schnoyer, Robert D.....	Pvt. 1st cl.	9/20/17		Macungie, Pa.	
Schum, Andrew.....	Pvt.	5/26/18		2100 Clifford Ave., Rochester, N. Y.	
Schweitzer, John F.....	Pvt.	5/24/18		5 Keller St., Rochester, N. Y.	
Seneca, Giuseppe.....	Pvt.	5/25/18		120½ Barber St., Auburn, N. Y.	
Shaffner, Franklin H.....	Pvt.	2/26/18		R.F.D. No. 10, York, Pa.	
Seitzinger, Wilbur L.....	Corp.	9/21/17		Mohnton, Pa.	
Shanley, William L.....	Pvt.	4/25/18		Ogdensburg, Pa.	
Shaw, James R.....	Pvt.	5/26/18		Galena, Md.	
Shea, Howard M.....	Bug.	9/20/17		420 Grand St., Oxford, Pa.	
Shea, Michael J.....	Pvt.	5/25/18		346 Fulton St., Buffalo, N. Y.	
Simpson, Floyd H.....	Pvt. 1st cl.	5/16/18		Starr, S. C.	
Smallenburg, Mason C.....	Pvt.	5/25/18		1145 Seneca St., Buffalo, N. Y.	
Smith, William L.....	Pvt.	5/25/18		814 Eagle St., Buffalo, N. Y.	
Snyder, George C.....	Pvt. 1st cl.	9/20/17		Kutztown, Pa.	
Snyder, Howard E.....	Pvt.	2/26/18		New Cumberland, Pa.	
Spano, Tony.....	Pvt.	3/17/19		Brooklyn, N. Y.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Stephens, Robert.....	Pvt.	5/25/18	10 Florence St., Auburn, N. Y.		
Stevens, Joseph W.....	Pvt.	5/25/18	178 Babcock St., Buffalo, N. Y.		
Strause, Adam C.....	Pvt. 1st cl.	9/29/17	R.F.D. No. 1, Temple, Pa.	Although not rated as Cook, was in kitchen for over a year.	
Sullivan, Michael J.....	Pvt.	5/25/18	158 Sidway St., Buffalo, N. Y.	Transferred to hosp. from Braeburn	
Sihler, Harry.....	Pvt.	5/24/18	260 Pa. Ave., Rochester, N. Y.	Transferred to hosp. from Andelot, France	
Shollenberger, William H..	Cook	9/20/17	Hamburg, Pa.		
Taylor, George J.....	Pvt.	5/27/18	Berlin, Md.		
Thayer, Harold.....	Pvt.	5/25/18	20 Burt Ave., Auburn, N. Y.		
Thoman, Roland.....	Pvt.	2/26/18	Glen Rock, Pa.		
Thomas, Harry A.....	Pvt. 1st cl.	9/21/17	Mohnnton, Pa.		
226 Todt, Wm. P.....	Pvt. 1st cl.	9/20/17	Stony Creek Mills, Pa.		
Treichler, John G.....	Pvt. 1st cl.	9/20/17	128 Marshall St., Norristown, Pa.		
Vesio, Carmino.....	Pvt.	5/25/18	64 Main St., Buffalo, N. Y.		
Ward, Robert P.....	Pvt. 1st cl.	5/16/18	39 Avon Ave., Atlanta, Ga.		
Warner, Milton.....	Corp.	9/21/17	Mohnnton, Pa.		
Warren, Gordon L.....	Pvt. 1st cl.	5/16/18	Edgefield, S. C.		
Watson, Walter.....	Pvt.	5/27/17	507 5th Cedar St., Pocomoke City, Md.		
Walsh, Francis L.....	Pvt.	5/25/18	66 Steel St., Auburn, N. Y.	Transferred to hosp. from Braeburn	
Weist, Martin G.....	Pvt. 1st cl.	10/5/17	R.F.D. No. 1, Reading, Pa.		
Weller, Raymond H.....	Wag.	9/21/17	R.F.D. No. 1, Bechtelsville, Pa.		
Williams, George E.....	Pvt.	5/25/18	216 Miami St., Buffalo, N. Y.		
Williams, Ira F.....	Pvt.	5/25/18	30 Mumford St., Buffalo, N. Y.		
Wirth, Edward M.....	Pvt.	5/25/18	43 St. Stephens Pl., Buffalo, N. Y.		
Wiswesser, Otto E.....	Pvt. 1st cl.	9/21/17	232 S. 9th St., Reading, Pa.		
Witmer, Stephen.....	Pvt.	2/25/18	Schaefierstown, Pa.		

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Wodoski, Michael.....	Pvt.	1/19/18		1304 S. 36th St., Philadelphia, Pa.	
Wood, John T.....	Pvt.	9/22/17		866 N. Bailey St., Philadelphia, Pa.	
Woolard, John S.....	Mess Sgt.	5/16/18		65 S. Broad St., Atlanta, Ga.	
Wozniak, Leo.....	Pvt.	5/25/18		17 Bender Pl., Buffalo, N. Y.	
Barry, Marshall K.....	Pvt.			Baltimore, Md.	Sent home for discharge from Brabant
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COMPANY G.					
Skinner, Parker R.....	Capt.	At organization		Chambersburg, Pa.	
Ross, Daniel L.....	1st Lt.	At organization	1214 Spruce St., Easton, Pa.		Cited G. O. 79 Hdqrs, 79th Div.
Ruth, John A.....	2nd Lt.		Allentown, Pa.		Assigned to Co. 4/18/19
Nimick, Thomas H.....	Capt.	9/24/19	401 Homewood Ave., Pittsburgh, Pa.		Attached to Co. G 4/28/19
Cresswell, R.....	Capt.		2122 Locust St., Philadelphia, Pa.		Evac. to hosp., never returned
Halstead, Wm.....	2nd Lt.		c/o Scranton Trust Co., Scranton, Pa.		Transferred to Co. F.
Choate, John.....	Capt.		20 Hawthorne St., Salem, Mass.		Transferred to Train. Hdqrs.
Amberg, Tony.....	Pvt.	7/2/18	300 Weaver St., Rochester, N.Y.		
Bachofer, Walter P.....	Pvt. 1st cl.	7/2/18	33 Loonis St., Rochester, N.Y.		
Bansbach, Fred A.....	Pvt.	7/2/18	69 3rd St., Rochester, N. Y.		
Barbone, Salvatore.....	Pvt. 1st cl.	9/21/17	Avellino, Montello, Italy		
Bardzilauskas, John.....	Pvt.	7/2/18	156 Friedrich Park, Rochester, N. Y.		
Beam, Charles.....	Wag.	3/28/18	Wrightsville, Pa.		
Beam, Normal M.....	Wag.	3/28/18	Goodyear, Pa.		
Bell, Norman R.....	Pvt. 1st cl.	3/28/18	Harrisburg, Pa.		
Bell, Ray J.....	Pvt.	7/2/18	13 Lake Ave., Auburn, N. Y.		
Benson, Seymour.....	Pvt. 1st cl.	7/2/18	18 1/2 Holly St., Auburn, N. Y.		
Boles, John H.....	Corp.	11/5/17	431 E. 4th St., Chester, Pa.		
Bonner, John S.....	Corp.	10/6/17	610 W. Allegheny Ave., Philadelphia, Pa.		

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Boon, Harold	Corp.	11/5/17		1107 Edgemont Ave., Chester, Pa.	
Bowman, Lester Y.	Sgt.	11/2/17		16 W. Spring Ave., Ardmore, Pa.	
Bradley, Charles	Wag.	10/4/17		620 S. 59th St., W. Philadelphia, Pa.	
Braun, Fred	Pvt.	7/2/18		145 Leighton Ave., Rochester, N.Y.	
Brink, Earl R.	Cook	7/2/18		5309 Glenwood Ave., Chicago, Ill.	
Brown, Robert M.	Wag.	10/5/17		1025 Lancaster Ave., Bryn Mawr, Pa.	
Burke, Francis A.	Wag.	10/4/17		38822 Terrace St., Manayunk, Pa.	
Burns, Thomas S.	Pvt.	7/2/18		145 North St., Rochester, N.Y.	
Canelle, Giuseppe	Pvt.	9/21/17		Temple, Pa.	
Cameron, George J.	Wag.	3/28/18		Millerstown, Pa., R.R. No. 2	
Caravan, Arthur J.	Hs.	10/6/17		3200 N. Reese St., Philadelphia, Pa.	
Cartledge, Cleveland L.	Pvt.	7/8/18		Lincolnton, Ga.	
Clark, Clarence	Pvt.	7/2/18	11/8/18	Aberdeen, Md.	
Conaway, Clayton C.	Pvt.	7/10/18	9/17/18	Girdletree, Md.	
Conway, John L.	Corp.	11/2/17		Cynwyd, Pa.	
Cook, Henry W.	Pvt.	7/2/18		290 Ave. "D," Rochester, N.Y.	
Cox, Michael J.	Pvt. 1st cl.	7/2/18		1 Benton St., Auburn, N.Y.	
Cox, Parry	Pvt. 1st cl.	7/2/18		12 Arch St., Auburn, N.Y.	
Crum, Ralph J. C.	Corp.	10/5/17		Stony Creek Mills, Pa., R.F.D. No. 1	
Crummey, John A.	Pvt.	3/28/18		Thompsonstown, Pa.	
Curran, Joseph	Pvt.	7/9/18		2614 Federal St., Philadelphia, Pa.	
D'Angelo, Franco	Pvt.	3/28/18		Lebanon, Pa.	
Deckman, Elmer E.	Wag.	3/28/18		Camp Hill, Pa., R.R. No. 1	
Deitz, Harold	Pvt.	7/9/18		508 1st St., Bangor, Pa.	
Deickhaus, Joseph C.	Corp.	11/3/17		248 Tabor Rd., Oney, Pa.	
DiFerdinando, Giovanni	Saddler	10/5/17		87 Holland Ave., Ardmore, Pa.	
Eshley, Roy F.	Pvt. 1st cl.	7/2/18		98 E. Jewett St., Buffalo, N.Y.	
Firestone, Edwin B.	Pvt. 1st cl.	3/28/18		Myerstown, Pa., R.F.D. No. 4	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Frame, John C.....	Sgt. Hs.	7/10/18 10/6/17	2/13/19	Naylor, Mo. 2845 N. Darlen St., Philadelphia, Pa.	Transferred to M. P.
Fritz, Henry H.....	Pvt. 1st cl.	3/28/18		507 High St., Hanover, Pa.	
Fuller, Guy T.....	Corp.	7/8/18		Abbeyville, Ga.	
Rusco, Francesco.....	Pvt. 1st cl.	9/26/17		102 Kirli St., Chester, Pa.	
Ganger, Lewis.....	Wag.	11/3/17		1524 Arden Ave., Glendale, Cal.	
Gaspari, Pietro.....	Cook	9/21/17		Temple, Pa. Box 131	
Gillespie, Francis J.....	Wag.	11/3/17		Maple Ave., Cheltenham, Pa.	
Givans, Homer G.....	Pvt.	7/10/18		Fruitland, Md.	
Goldie, Andrew A.....	Sta. Sgt.	11/3/17		2002 Proctor St., Flint, Mich.	
Greegor, Harry J.....	Wag.	3/28/18		McCrea, Pa.	
Green, Burt W.....	Sgt.	11/5/17	2/11/19	702 3rd Nat. Bank Bldg., St. Louis, Mo.	Transferred for discharge
229 Gruner, Charles P.....	Pvt.	7/2/18		26 Sherman St., Auburn, N. Y.	
Hall, Arthur J.....	Corp.	10/6/17		West Chester, Pa. R.F.D. No. 6	
Hanson, Frank H.....	Pvt. 1st cl.	11/3/17		Rose Valley Rd., Gladwyne, Pa.	
Henry, Robert W.....	Pvt.	7/10/18		Berlin, Md.	
Hoagland, Elmer.....	Pvt.	7/9/18		1711 N. Hope St., Philadelphia, Pa.	
Houck, Clyde H.....	Wag.	10/5/17	2/17/19	Boyertown, Pa. R.R. No. 1	
Huntington, Bennie E.....	Pvt.	7/10/18		Parsonburg, Md. R.R. 2	
Johnson, Herman.....	Corp.	10/5/17	3/9/19		
Johnson, William.....	Pvt.	7/10/18	9/19/18	211 Cannon St., Chestertown, Md.	
Johnston, Robert E.....	Pvt.	7/12/18		135 E. Genesee St., Auburn, N. Y.	
Jones, Fred B.....	Pvt.	7/10/18		Pocomoke, Md.	
Kachel, Pierce M.....	Corp.	10/5/17		Mohnton, Pa. R.F.D. 2	
Kane, John P.....	Pvt.	7/12/18		123 Van Rensselaer St., Buffalo, N. Y.	
Keeley, Thomas W.....	Sgt.	11/3/17		3113 N. 9th St., Philadelphia, Pa.	
Kelly, John.....	Pvt.	7/9/18		3746 N. 15th St., Philadelphia, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Kimber, Wm. J. C.....	Sgt.	10/8/17		8th St. & Edgemont Ave., Chester, Pa.	
Klechuk, Dimitro	Pvt. 1st cl.	9/20/17	11/16/18	Aleksandrovska, Ekateknoslovka, Russia	Transferred for discharge
Klick, Pierce H.....	Pvt.	3/28/18		Lebanon, Pa.	
Knechtle, Henry J.....	Wag.	10/5/17		Stony Creek Mills, Pa.	
Kraft, John, Jr.....	Wag.	3/28/18		Columbia, Pa.	
Kramer, Frank A.....	Hs.	10/5/17		White Oak St., Kutztown, Pa.	
Kravitz, David.....	Pvt.	7/3/18		606 Hersel St., Brooklyn, N. Y.	
Laws, Harry C.....	Pvt.	7/3/18	11/5/18	23 Spring St., Amherst, Nova Scotia, Canada	Wounded at ammon. dump in Verdun. Transferred to hosp., never returned to Co.
230	Lees, William J.....	Wag.	11/3/17	Phoenixville, Pa. R.R. No. 3	
	Leon, Edwin J.....	Sgt.	10/6/17	1108 Levick St., Lawndale, Pa.	
	Lonabaugh, Horace W....	Sgt.	10/6/17	1933 N. 4th St., Philadelphia, Pa.	
	Loyd, Wilson.....	Sgt.	10/6/17	Evac. sick, never returned. Died 10/28/18	
McCullough, John L.....	Wag.	3/28/18		Christiana, Pa.	
McGovern, Joseph J.....	Sgt.	10/5/17		62 Hayward Ave., Rochester, N. Y.	
McNutt, Owen J.....	1st Sgt.	10/6/17		Markham, Pa.	
Machunze, Joseph G.....	Pvt.	3/17/19		653 Onderdonk Ave., Brooklyn, N. Y.	
Maddox, Lucius E.....	Pvt. 1st cl.	7/8/18		Georgetown, Ga.	
Maduro, Domenico.....	Wag.	9/20/17	9/17/18	Satriano, Catanzaro, Italy	
Magee, Bernard J.....	Corp.	11/3/17		3390 N. 5th St., Philadelphia, Pa.	
Marcinelli, Antonio.....	Corp.	10/3/17		387 E. Lafayette St., Norristown, Pa.	
Marcacci, Giulio.....	Wag.	3/28/18		Hershey, Pa. Box 246	
Marinaro, Nicola.....	Pvt. 1st cl.	9/21/17		75-77 Thompson St., New York City	Transferred for discharge
Marquette, John B.....	Sgt.	10/5/17	2/11/19	Shillington, Pa.	Transferred for discharge

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Meinholt, Albert G.....	Cook	1/8/18		112 S. 9th St., Reading, Pa.	
Merkel, Philip.....	Pvt.	7/2/18		45 Lapham St., Rochester, N. Y.	
Merletto, Donato.....	Wag.	9/26/17		105 Howell St., Chester, Pa.	
Miller, John C.....	Ch. Mech.	10/5/17	2/15/19	708 Green St., Norristown, Pa.	Transferred for discharge
Mitchell, James W.....	Pvt.	7/10/18	4/16/19	Showell, Md.	Transferred for discharge
Natale, Anthony.....	Pvt. 1st cl.	9/26/17		501 W. 7th St., Chester, Pa.	
Negoda, Feofan.....	Sgt.	9/26/17		261 E. 3rd St., Chester, Pa.	
Nell, William T.....	Sgt.	9/20/17		Bethayres, Pa.	
Neubrechit, Frank.....	Pvt.	1/5/19		Lima, Ohio. R.R. No. 2	
Nissley, Amos H.....	Pvt. 1st cl.	3/28/18		Lancaster, Pa. R.R. No. 8.	
O'Brien, George A.....	Pvt.	7/2/18		367 Electric Ave., Rochester, N. Y.	
Ochocki, Peter.....	Wag.	2/5/19		Ivanhoe, Minn.	
O'Connell, John L.....	Wag.	11/5/17		Pottstown, Pa. R.F.D. No. 3	
O'Hara, Mark J.....	Pvt.	7/2/18		394 Mackinaw St., Buffalo, N. Y.	
O'Hara, Wm. S.....	Wag.	2/5/19		Union Mills, Ind. R.R. No. 2	
Olson, Jake.....	Wag.	2/5/19		Wadena, Minn.	
Oshorn, Albert W.....	Pvt.	7/2/18		144 Sidway St., Buffalo, N. Y.	
Overcas, Elige E.....	Wag.	2/5/19	2/20/19	Rolla, Mo., R.F.D. No. 4.	
Overly, Wm. M.....	Corp.	3/28/18		Conowingo, Md. R.F.D. 31	
Owens, John W. T.....	Sgt.	10/6/17		701 Ontario St., Havre de Grace, Md.	
Palmer, Lewis A.....	Mech.	9/23/17		1112 W. Hancock St., Philadelphia, Pa.	
Peer, George W.....	Wag.	11/5/17		331 E. 11th St., Chester, Pa.	
Pileggi, Thos.....	Wag.	9/20/17		Edge Hill, Pa. Box 115	
Porcar, Thos.....	Mech.	10/5/17		408 W. Front St., Chester, Pa.	
Prasca, James.....	Pvt.	3/17/19		702 Wash. Ave., Brooklyn, N. Y.	
Prokopowicz, Ignacy.....	Pvt.	7/2/18		80 Gibson St., Buffalo, N. Y.	
Provenzano, Benedetto.....	Mess Sgt.	9/26/17		228 Christie St., New York City, N. Y.	
Pugh, Franklin S.....	Corp.	10/6/17		Toughkenamon, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Purcell, Edward J.	Pvt.	7/9/18	3/18/19	2613 E. Belgrave St., Philadelphia, Pa.	Transferred to hosp., never returned
Quillen, John Rioboli, Carmine	Pvt. 1st. cl. Wag.	7/10/18 10/5/17		Berlin, Md. R.F.D. 2	
Rodenbaugh, Herbert	Pvt.	7/9/19		206 Holland Ave., Ardmore, Pa.	
Rodgers, John T.	Pvt.	11/5/17		105 Lenox Ave., E. Stroudsburg, Pa.	
Roland, Zeno Roller, Christ J.	Bug. Pvt.	10/5/17 7/2/18		2927 N. Hancock St., Philadelphia, Pa.	
Roth, Joseph E.	Wag.	10/5/17		Shillington, Pa.	
Rynski, Adam Scadino, Frank.	Pvt. Pvt.	7/2/18 9/26/17		14 Wabash St., Rochester, N. Y. 3430 N. 6th St., Philadelphia, Pa.	
Schaap, Leonard Schleyer, Carl H. Sheetz, Robert E.	Pvt. Pvt. Wag.	7/2/18 7/2/18 10/5/17	3/21/19	945 Exchange St., Buffalo, N. Y. Via Russo No. 5, Sciaci Girenti, Italy	
Short, Elmer W. Simpson, Harry A. Skelly, James Smith, Paul	Wag. Sup. Sgt. Pvt.	10/5/17 11/5/17 3/7/18		15 Heneky Park, Rochester, N. Y. 334 Ave. "B," Rochester, N. Y. Oley, Pa.	Transferred for discharge
Smith, Vernon W. Spezzano, Francesco	Pvt. 1st cl. Pvt.	7/10/18 12/5/17		R. R. No. 2	
Stanford, Earl. Steiner, Otto A. Steinmetz, Maurice J. Stettler, Herman.	Pvt. Pvt. Wag. Pvt.	7/10/18 7/10/18 10/5/17 7/9/18		3446 N. 10th St., Philadelphia, Pa. 702 Essex Ave., Narberth, Pa.	
Streb, John R. Talanian, Kerop H. Tomasco, Frank.	Pvt.	7/2/18 3/17/19 3/17/19	3/22/19	701 Arch St., Norristown, Pa. Bainbridge, Pa.	
				Salisbury, Md. R.R. No. 1	
				103 Miles St., W. Manayunk, Pa.	
				Snow Hill, Md. R.F.D. No. 3	
				176 Weddle Way, Rochester, N. Y.	
				Joanna, Pa.	
				116 S. Courtland St., E. Stroudsburg, Pa.	
				152 Carter St., Rochester, N. Y.	
				463 Park Ave., Worcester, Mass.	
				1311 S. 9th St., Philadelphia, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Tyler, John A.	Pvt. 1st cl.	7/10/18		6 Kendall Sq., Salt Lake City, Utah	
Urie, Edwin Virkus, William C.	Pvt. 1st cl.	7/10/18	4/7/19	Rock Hall, Md.	Transferred for discharge
Warren, Walter J.	Pvt. 1st cl.	7/2/18		85 Newcombe St., Rochester, N. Y.	
Watkins, Geo. H.	Corp.	10/5/17	2/13/19	Bishop, Md.	
Weirich, Frank Whipple, Charles A.	Wag.	3/28/18		7330 Syracuse Ave., La Mott, Pa.	Transferred for discharge
Wienifsky, Frank.	Pvt. 1st cl.	7/2/18		Royalton, Pa.	
Wilkinson, Clarence S.	Pvt.	10/4/17		38½ Morris St., Auburn, N. Y.	
Williams, Frederick H.	Sgt.	11/5/17	2/13/19	W. Conshohocken, Pa.	
Williamson, Joseph.	Pvt.			2830 N. Marshall St., Philadelphia, Pa.	Transferred to M. P.
Wise, Leonard R. Wolfgang, Ambrose R. Wright, Granville R.	Pvt.	10/20/18	9/17/18	Berlin, Md.	R.F.D. No. 1
Yates, Russell S. Zink, Elmer E.	Wag.	3/28/18		283 Highland Ave., Kearney, N.J.	Evac. to hosp., never returned
333	Corp.	10/5/17		Mifflintown, Pa.	
	Pvt.	10/5/17		Boyertown, Pa.	
	Pvt.	7/8/18	9/17/18	Kutztown, Pa.	
	Pvt.	3/28/18		Barwick, Ga.	
				Mariette, Pa.	
					Evac. sick, never returned
TRAIN HEADQUARTERS					
Burt, Franklin T.	Lt. Col.	12/7/18	1/6/19	c/o Adj. Gen. of Army, Washington, D. C.	Transferred to 315th Inf.
Cannon, George M.	Capt.	10/4/17	1/29/18	209 South Valentine St., Little Rock, Ark.	Supply Officer. Promoted to Maj.
Carner, Leslie M.	Capt.		12/18/18	Princeton, Ky.	Transferred Army of Occupation
Carroll, Vincent A.	Capt.	10/4/17	11/9/18	City Line & Lancaster Ave., Overbrook, Philadelphia, Pa.	Train Adj. Post Exchange Officer. Later Asst. G-1, 79th Div. Promoted to Maj.
Collins, Paul V.	Capt.		1/19/19	520 W. 4th St., Dayton, Ohio	Transferred to San. Train

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Eaton, Stanley C.....	Capt.	10/4/17	6/14/18	247 So. Juniper St., Philadelphia, Pa.	Supply Officer; trans. to N. H. College as Military Instructor
Fearhake, John D.....	Capt.	6/18/18	2/7/19	New Canaan, Conn.	Personnel Adjt. Ordered to Angers for return to U. S.
Gibson, David S.....	Capt.	4/29/18	3004 Clifton Ave., Baltimore, Md.	Supply Officer	Personnel Adjt.
Gustafson, Robert K.....	Capt.	9/18/18	5/19/19	115 W. Hamburg St., Baltimore, Md.	Chaplain
Loomis, Ernest L.....	1st Lt.	7/6/18	75 Pine St., Milford, Mass.	Commanding Train. Trans. to 314th Inf.	
McKenney, Henry J.....	Lt. Col.	1/22/18	9/6/18	9% Adjt. Gen. of the Army	1st Commanding Officer. Or- dered to duty in States from Canal Zone 8/30/17.
Prosser, Walter E.....	Lt. Col.	9/17/17	1/22/18	% Adjt. Gen. of the Army, Washington, D. C.	Trans. to Camp Cody, N. Mex. 1/22/18. Re- turned to Camp Meade 4/18/18 and placed in com- mand of 350th Field Arti- lery. Promoted to Col.
Reusswig, Henry J. F.....	Capt.	9/19/17	7/12/18	Nazareth, Pa.	Train Adjt. Trans. to Camp MacArthur, Texas, to the Inspector Gen's Dept.
Walser, Elmer P.....	Lt. Col.	1/7/19		East Main St., Somerset, Ohio	Promoted to Maj.
Van Voorhees, Edwin M..	Maj.	7/13/18	12/5/18	4004 Chestnut St., Philadelphia, Pa.	Commanding Train
Anderson, William L.....	Corp.	10/10/17	2/12/19	2311 Jasper St., Philadelphia, Pa.	Assumed command of Train 9/18. Trans. to Blois, 12/18
					Ordered to St. Aignan for return to U. S. Corp. 1/1/19

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Burrier, George E.....	Pvt.	7/9/18	7/18/18	345 Tenn. Ave., Washington, D. C.	Trans. to U. S. A. Hosp., Halifax, Nova Scotia, from transport while enroute overseas
Cavalnucci, Carmine D....	Pvt. 1st cl. 1/1/18 Sgt. 10/10/17			Glenside, Pa. Chester Heights, Pa.	Pvt. 1st cl. 3/15/18 Pvt. 1st cl. 12/1/17, Corp 1/1/18, Sgt. 3/25/18
Cook, Richard B., Jr.t....	Sgt. 10/10/17	10/28/18	3025 N. 8th St., Philadelphia, Pa.		Sgt. 7/7/18, Sgt. Maj. 10/28/18
Courtney, Frank B.....	Pvt. 1st cl. 6/18/18	11/26/18	1225 S. 23rd St., Philadelphia, Pa.		Pvt. 1st cl. 7/9/18. Evac. to Field Hosp., Glorieux, thence to Dijon. Never returned
Combs, Jay L.....	Wag. 7/10/18	4/19/19	Stayton, Ore.		Pvt. 1st cl. 12/1/18, Wag. 3/2/19. Detached Service Motor School Decize
De Pauw, Maurice.....	Pvt. 8/6/18	11/21/18	Charlestown, W. Va.		Evac. to Field Hosp., Glorieux. Never returned
Fisher, Lee R.....	Pvt. 1st cl. 7/9/18	3/19/19	Route No. 4, Chevy Chase, Md.		Pvt. 1st cl. 12/1/18. Evac. to Field Hosp., Glorieux. Never returned
Gallagher, John J.....	Begtl. 10/7/17 Sgt. Maj.		420 W. Lafayette St., Norristown, Pa.		Corp. 11/1/17, Sgt. 12/1/17, Bn. Sgt. Maj. 1/1/18; Regtl. Sgt. Maj. 2/15/18
Haley, Michael J.....	Corp. 3/6/18	4/11/19	2221 W. 3rd St., Chester, Pa.		Wag. 9/22/18, Corp. 3/1/19. Detach'd. Service Motor School, Decize
Hooper, William O.....	Pvt. 1st cl. 7/10/18		509½ Phillips St., Okla. City, Okla.		Pvt. 1st cl. 12/1/18
Hughes, Wesley M.....	Pvt. 1st cl. 7/9/18		Chapman's Quarries, Pa.		Pvt. 1st cl. 12/1/18
Leapson, James M.....	Corp. 2/5/19		3638 N. 19th St., Philadelphia, Pa.		Corp. 6/26/18

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Machamer, Aaron R.....	Corp.	1/1/19	'	Robesonia, Pa.	Corp. 3/1/19
Meadows, Eugene H.....	Pvt. 1st cl.	7/8/18	1/21/19	150 Cole St., Macon, Ga.	Pvt. 1st cl. 12/1/18. Ordered to St. Aignan for return to U. S.
Mehrer, John E.....	Sgt.	10/5/17	11/21/18	2818 N. Sixth St., Philadelphia, Pa.	Sgt. 11/21/18. Trans. to Motor Bn.
McDevitt, Michael J.....	Cook	10/7/17	2/17/19	3902 Folsom St., Philadelphia, Pa.	Cook 12/1/18. Ordered to St. Aignan for return to U. S.
McDermott, Joseph L....	Wag.	3/6/18	634 E. Chelten Ave., Germantown, Philadelphia, Pa.	Pvt. 1st cl. 3/15/18. Wag. 3/1/19	
O'Reilly, Frank J.....	Regtl. Sgt. Maj.	10/15/18	775 Quincy St., Brooklyn, N. Y.	Joined at Sgt. from Regular Army. Bn. Sgt. Maj. 10/16/17, Regtl. Sgt. Maj. 6/1/18	
Owen, Clair E.....	Pvt.	7/10/18	8/24/18	114 Bleeker St., Jersey City, N. J.	Trans. to Base Hosp., Limoges. Never returned
Poysden, Alfred V.....	Cook	3/1/19	1432 N. 62nd St., Philadelphia, Pa.	Pvt. 1st cl. 11/1/17. Cook 7/1/18	
Remmel, Alphonse J.....	Corp.	7/8/18	2/12/19	3555 W. 23rd St., Philadelphia, Pa.	Corp. 12/3/18. Ordered to St. Aignan for return to U. S.
Robinson, Cecil N.....	Pvt. 1st cl.	7/9/18	1/22/19	Lebanon, Mo.	Pvt. 1st cl. 12/1/18. Trans. to hosp. at Chaumont, then Toul. Never returned
Seipp, Louis H.....	Sgt.	1/9/18	2947 N. 6th St., Philadelphia, Pa.	Cpl. 3/15/18	
Sharp, Aubrey C.....	Regtl. Sup. Sgt.	6/28/18	339 E. 125th St., New York City	Sgt. 3/26/18 Joined as Sgt. Regtl. Sup. Sgt. 10/15/17	
Shoenberger, Fred C.....	Regtl. Sup. Sgt.	10/10/17	Ashbourne, Pa.	Sgt. 12/1/17 Regtl. Sup. Sgt. 3/15/18	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Smith, Harry H.....	Cpl.	10/10/17	2/12/19	45 Merion Ave., Bryn Mawr, Pa.	Cpl. 3/15/18. Ordered to St. Aignan for return to U. S.
Stilz, William H.....	Sgt.	7/1/18		411 Central Ave., Cheltenham, Pa.	Sgt. 7/1/18
Underkofler, Raymond B..	Pvt. 1st cl.	10/5/17		Douglassville, Pa.	Pvt. 1st cl. 3/15/18
Watts, Walter B.....	Cpl.	10/10/17	2/17/19	1246 Lancaster Ave.	Cpl. 1/1/18. Ordered to St. Aignan for return to U. S.
Wolf, Edward.....	Cpl.	3/6/18		3923 N. 6th St., Philadelphia	Pvt. 1st cl. 3/15/18
				Wag 11/1/18	Evac. to hosp., never returned
				Cpl. 3/1/19	

HEADQUARTERS DETACHMENT

MOTOR BATTALION

237	Reusswig, Henry J. F.....	Maj.	2/-/18	7/-/18	Nazareth, Pa.	Battalion Commander
	Van Voorhees, E. M.....	Maj.	7/12/18	9/-/18	4004 Chestnut St., Philadelphia	Battalion Commander
	Cannon, Geo. M.....	Maj.	9/-/18	Demobilization	209 S. Valentine St., Little Rock, Ark.	Final Batt. Commander
	Williams, Lawrence J....	1st Lt.	2/-/18	3/-/19	Buffalo, N. Y.	Acting Adj. Later Supply Officer
	Gustafson, Robert K.....	Capt.	8/-/18		115 W. Hamburg St., Baltimore, Md.	Trans. to Train Hdqrs.
	Prosser, Robert S.....	Capt.	11/-/18	12/-/18	Lebanon, Ind.	Adjutant.
	Thayer, John B.....	Capt.	10/-/18	11/-/18	Haverford, Pa.	Trans. to Co. C.
	Bates, Harry C.....	1st Lt.	11/-/18	3/-/18	1 Madison Ave., New York City	Acting Adjt.
	Choate, John F.....	1st Lt.	3/-/19	5/-/19	20 Hawthorne St., Salem, Mass.	Trans. to Train. Hdqrs.
	Nimmo, Sam. R.....	2nd Lt.	5/-/19	6/-/19	506 Duncan Ave., Chattanooga, Tenn.	Acting Adjt.
	Bilodeau, Henry.....	Pvt.	2/25/18		Box 122, Swansea, Mass.	Aptd. Sup. Sgt. 1/1/19
	Bressler, Frank F.....	Sup. Sgt.	12/16/17		348 Military Ave., Detroit, Mich.	
	Coleman, James D.....	Pvt.	5/19/18	12/1/18	Chatham, N. J.	Evac. to hosp., never returned

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Cook, Richard B. Jr.	Bn. Sgt. Maj.	9/20/17		3025 N. 8th St., Philadelphia, Pa.	Aptd. Bn. Sgt. Maj. 10/28/18
Coughlan, Thos. M.	Pvt. 1st cl.	9/20/17		3044 Mervine St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 9/15/18
Crawford, Harry P.	Pvt.	11/1/17		117 Merion Ave., Narberth, Pa.	Aptd. Pvt. 1st cl. 1/18/18
Crawford, LeRoy A.	Regtl.	10/5/17		117 Merion Ave., Narberth, Pa.	Aptd. Regtl. Sup. Sgt. 6/3/18
DiAngelico, Angelo.	Sup. Sgt. Cook	5/26/18	4/28/19	Allentown, Pa.	Evac. to hosp., later returned
Haines, John Mac C.	Wag.	11/2/17		162 Hanover St., Wilkes-Barre, Pa.	Aptd. Wag. 6/12/18
Hallman, Francis H.	Pvt. 1st cl.	9/20/17		3048 Reese St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 1/18/18
Hayes, George S.	Sgt.	10/5/17	12/1/18	Haverford, Pa.	Evac. to hosp., never returned
Helmcamp, George F.	Wag.	8/18/17	9/15/18	1850 N. Chester St., Baltimore, Md.	Evac. to hosp., never returned
Hufnell, William N.	Pvt. 1st cl.	9/20/17		441 Valley Rd., Coatesville, Pa.	Aptd. Pvt. 1st cl. 1/18/18
Herkness, Gilbert.	Pvt. 1st cl.	5/15/18	10/13/18	Meadowbrook, Pa.	Trans. to 29th Eng., France
338 Hume, Fred J.	Wag.	3/8/18		543 E. "F" St., Colton, Cal.	Aptd. Wag. 12/31/18
Koeberle, John H.	Wag.	11/2/17	11/5/18	Elkins Park, Pa.	Evac. to hosp., never returned
Lepore, Samuel.	Pvt. 1st cl.	9/20/17		347 E. Airy St., Norristown, Pa.	Ap. td. Pvt. 1st cl. 12/20/17
Mehrer, John E.	Sgt.	10/5/17		2818 N. 6th St., Philadelphia, Pa.	Aptd. Sgt. 11/21/18
Miller, Wilbur A.	Corp.	9/20/17		Atglen, Chester Co., Pa.	Aptd. Corp. 10/28/18
Moore, Gordon B.	Pvt.	5/16/18	8/5/18	Attalla, Ala.	Trans. to Co. "A" 304th Am. Tr.
Mull, John W.	Pvt. 1st cl.	10/5/17		Mount Penn, Berks Co., Pa.	Aptd. Pvt. 1st cl. 9/15/18
McSherry, Harry C.	Sgt.	9/20/17		524 E. Philadelphia St., York, Pa.	Aptd. Sgt. 10/28/18
Nottingham, Irving H.	Pvt. 1st cl.	12/28/17		Syracuse, N. Y.	Aptd. Pvt. 1st cl. 9/15/18
Poysden, Alfred V.	Cook	9/20/17		1432 N. 62d St., Philadelphia, Pa.	Trans. to Train Hdqrs. Det. 3/1/19
Rohde, Henry.	Pvt.	9/20/17		2950 N. Fairhill St., Philadelphia, Pa.	
Scholl, Wm. J. Jr.	Wag.	5/19/18		2712 Girard Ave., Philadelphia, Pa.	Aptd. Wag. 7/1/18
Smith, John P.	Wag.	11/22/17		114 Riely Court, Racine, Wis.	Aptd. Wag. 12/31/18
Stark, James DeH.	Corp.	9/20/17		218 Patterson St., Chester, Pa.	Aptd. Corp. 12/15/18

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Townsend, Alfred E.	Pvt. 1st cl.	9/20/17	3/1/19	Ardmore, Pa.	Left for course at Grenoble University, France
Ulrich, William H.	Pvt. 1st cl.	5/5/18		1716 N. Payson St., Baltimore, Md.	Aptd. Pvt. 1st cl. 9/15/18
Wagner, Harry A.	Pvt.	5/25/18		Kensington, Md.	
Weireter, Leonard J.	Pvt.	6/15/18	10/9/18	527 W. 125th St., New York City	Trans. to F. A. Repl. Regt. France
Wolf, George.....	Pvt. 1st cl.	9/20/17		643 W. Commissioner St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 1/1/18

HEADQUARTERS DETACHMENT

HORSED BATTALION

239	Caten, Walter E.	Capt.	11/27/17	2/2/19	588 E. 18th St., Brooklyn, N. Y.	Trans. to 274th Military Police Co.
	Little, John T.	Maj.	9/19/17	12/14/18	3424 Park Heights Ave., Baltimore, Md.	Trans. to Officers' Replacement Depot
	Beckett, Walter S.	Sgt.	11/2/17		3520 Old York Rd., Philadelphia, Pa.	
	Coran, Jean.....	Corp.	11/1/17		Elkins Park, Pa.	
	Ellis, Furey.....	Sgt.	10/2/17	2/1/19	3342 N. 11th St., Philadelphia, Pa.	Trans. to 274th Military Police Co.
	Focht, Victor A.	Corp.	9/19/17	2/11/19	544 Kohn St., Norristown, Pa.	
	Gross, Jesse E.	Sgt. Maj.	11/3/17		107 Penna. Ave., Coatesville, Pa.	Trans. to hosp.
	Harron, Joseph J.	Pvt.	3/14/19		1211 Md. Ave., Baltimore, Md.	
	Jefferies, Wm. J.	Sgt.	9/19/17		R.F.D. No. 3, Phoenixville, Pa.	
	Kiser, Charles R.	Pvt.	3/17/19		R.F.D. No. 1, Mainshburg, Pa.	
	Keisling, Henry M.	Corp.	2/25/18		R.F.D. No. 3, Millerstown, Pa.	
	Lewis, Edward F.	Sgt.	9/19/17		149 Lismore Ave., Glenside, Pa.	
	Long, John.....	Pvt.	3/14/19		218 Harrison St., Pottsville, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Needles, Norman E.....	Pvt.	3/14/19	Hopp, Choteau, Mont.		
Nugent, Joseph M.....	Corp.	9/19/17	2/14/19	30 W. High St., Phoenixville, Pa.	Trans. to St. Aignan
O'Neil, Ronald.....	Sgt.	9/19/17	9/20/19	204 Summit St., Norristown, Pa.	Trans. to Samour Artillery School for Officers
Parsons, Ernest J.....	Pvt.	7/10/18	8/24/18	R.F.D. No. 1, Benton, Pa.	Drowned at St. Leonor
Pate, Clarence R.....	Pvt.	9/19/17	2/15/19	601 So. College St., Monroe, S. C.	Died in Base Hosp., Paris, of pneumonia
Schlabach, Clifton S.....	Corp.	9/19/17	103 Stanbridge St., Norristown, Pa.		
Schmidt, Charles C.....	Regt.	9/19/17		Summitt Ave., Narberth, Pa.	
	Sup. Sgt.				
Schwartz, Edward J.....	Wag.	11/2/17	1704 Foulkrod St., Philadelphia, Pa.		
Stephenson, Clarence H.....	Sgt.	11/3/17	19 Stanbridge St., Norristown, Pa.		
Thomas, George E.....	Pvt.	2/25/18	2/16/19	21 E. Middle St., Hanover, Pa.	Trans. to St. Aignan for discharge
Walsh, James.....	Corp.	9/19/17	716 Railroad Ave., Bryn Mawr, Pa.		
Wallerman, Robert J.....	Pvt.	3/15/18	2/14/19	Clinton, Wis.	Trans. to 274th Military Police Company
Wilson, Harry.....	Sgt.	11/2/17	2/1/19	513 West Barre St., Baltimore, Md.	Trans. to 274th Military Police Company
SANITARY DETACHMENT					
Boswell, William H.....	2nd Lt.	3/27/18	4/16/18	Westboro, Mass.	Assigned Vet. Corp.
	V. C.				
Deger, Leon J.....	Capt.	1/7/19		Dayton, Ohio	Dental Surgeon. Aptd.
	D. C.				Capt. 2/25/19
Henry, Oliver P.....	1st Lt.	6/19/18		Mt. Sterling, Ky.	On D. S. At Div. Ed.
	M. C.				Center, 1/3/19 to 4/16/19
Remes, Leo.....	1st Lt.	8/19/18	11/5/18	13 Attorney St., New York City	Trans. from San. Det. 310th F. A. to San. Det. 316th Inf.
	D. C.				Dental Surgeon
Schrock, Edwin R.....	1st Lt.	4/14/18	4/16/18	Somerset, Pa.	Assigned to V. C.
	V. C.				

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Showalter, Maurice A.	1st Lt. D. C.	9/20/18	Latrobe, Pa.		Dental Surgeon
Vernon, James W.	Maj. M. C.	3/21/18	3/1/19	Morgayton, N. C.	Promoted Capt. 5/22/18. Promoted Maj. 2/17/19. Trans. to San Det. 315th Inf. 3/1/19
Wedock, Edward G.	1st Lt. M. C.	1/14/19	Lima, Ohio		Trans. from Base Hosp. No. 6, Bordeaux, France
White, Wm. K.	Maj. M. C.	3/19/18	2710 St. Paul St., Baltimore, Md.	Train Surgeon. Trans to Base Hosp. No. 42, Camp Meade, Md. Rejoined San. Det. 5/18/18	Aptd. Pvt. 1st cl. 11/20/18.
41	2d Autry, Joseph A.	Pvt. 1st cl.	7/8/18	Whigham, Ga.	Amb. Driver
	Barton, Ireal O.	Pvt.	7/8/18	Sylvania, Ga.	Returned to U. S.
	Beatty, Warren T.	Pvt.	11/15/18	Washington, Pa.	Evac. to hosp., never returned
	Bell, Reason H.	Pvt.	7/8/18	Macon, Ga.	Dental Asst.
	Boyd, Robert E.	Pvt.	7/8/18	Lincolnton, Ga.	Evac. to hosp., never returned
	Carr, David H.	1st Sgt.	9/20/17	Bala, Pa.	Joined San. Det. 3/24/18.
	Conoly, Luther H.	Pvt. 1st cl.	7/8/18	Sylvester, Ga.	Aptd. Sgt. 4/17/18. Aptd.
	Cosgray, Geo. R.	Pvt.	11/15/18	Washington, Pa.	1st Sgt. 7/12/18
	Crouse, Harold B.	Pvt. 1st cl.	11/3/17	Honeybrook, Pa.	Aptd. Pvt. 1st cl. 11/20/18
	Crowe, Roy S.	Pvt.	11/15/18	Washington, Pa.	Joined San. Det. 5/13/18.
	Deaton, Theodore M.	Pvt.	7/8/18	Flowerly Branch, Ga.	Aptd. Pvt. 1st cl. 11/20/18.
	Earhart, Brandt.	Sgt.	2/26/18	Elizabethtown, Pa.	Assigned drv. mule amb.
Gibbs, Wm. J.	Pvt.	3/1/19		Joined San. Det. 5/10/18.	Joined San. Det. 12/1/18. Joined English Univ.
		7/8/18		Pike, Ga.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Handy, James L.	Pvt. 1st cl.	7/9/18		Brooklyn, N. Y.	Trans. from 315th Inf 7/9/18. Aptd. Pvt. 1st cl. 11/20/18
Hardman, Wm. W.	Pvt.	7/8/18	9/14/18	Crawford, Ga.	Evac. to hosp., never returned
Harvey, Edward B.	Pvt.	7/10/18		Batesville, Miss.	
Holland, Oscar F.	Pvt.	7/8/18		Monticello, Ga.	
Irey, George D.	Pvt.	4/17/19		Claysville, Pa.	
Kelly, Joseph Lipham, Amos D.	Pvt.	11/3/17		Bala, Pa.	Drv. mule amb.
Mauet, Ray E.	Pvt.	7/8/18		Texas, Ga.	
Middleton, Ellwood K., Jr.	Pvt.	12/22/18		Meyersdale, Pa.	
Motto, Charles J.	Pvt. 1st cl.	7/9/18		Pocahontas, Miss.	
O'Keefe, Walter F.	Pvt.	1/7/19		1536 E. 41st St., Cleveland, Ohio	Trans. from 381st Inf. Dental Asst.
O'Keefe, Walter F.	Pvt.	8/10/18	11/5/18	5 Chestnut St., Spencer, Mass.	Trans. San. Det. 310th F. A. Trans. to San. Det. 316th Inf. Dental Asst.
Plants, Raymond	Pvt.	11/15/18		Claysville, Pa.	Promoted Sgt. 5/26/18
Rector, Henry V.	Sgt.	9/20/17		Hoffman, New York	
Bitter, Ernest K.	Pvt.	9/20/17		Fayetteville, Pa.	
Schneider, Louis W.	Pvt.	11/15/18		Washington, Pa.	
Scott, Blen M.	Pvt.	7/8/18		Hartwell, Ga.	
Sleeper, Wm. V.	Sgt.	9/20/17		Framingham, Mass.	Aptd. Sgt. 7/3/18
Soderland, Joseph W.	Pvt. 1st cl.	9/20/17		Millville, Mass.	Aptd. Pvt. 1st cl. 4/1/18
Spaulding, Jack V.	Pvt. 1st cl. 11/3/17	2/20/19		3036 N. 8th St., Philadelphia, Pa.	Aptd. Pvt. 1st cl. 5/14/18 Returned to U. S.
Stafford, Barnard T.	Pvt.	9/20/17	11/3/18	Thompsonville, Conn.	Evac. to hosp., never returned
Stanton, Harold W.	Pvt. 1st cl.	9/20/17	3/6/19	Beverly, Mass.	Aptd. Pvt. 1st cl. 4/1/18 Joined Beanne Univ.
Stearns, Herbert L.	Pvt. 1st cl.	9/20/17		Waltham, Mass.	Promoted Pvt. 1st cl. 4/20/18
Verell, Thos. H.	Pvt.	7/10/18		Houston, Miss.	Asst. Amb. Driver

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
ORDNANCE					
Bowlus, Roger C.	Capt.	4/8/18		720 E. Cassilly St., Springfield, Ohio	
Albrecht, Conrad J.	Corp.			Righters Ferry Road, Pencoyd, Pa.	
Anderson, Clarence E.	Pvt. 1st cl.			Route No. 1, Hutton Valley, Mo.	
Anriding, Thomas J.	Pvt. 1st cl.			5 Glennon Grounds, Dalton, Mass.	Trans. to St. Aigman to return to U. S., needed by family
Burke, James.	Corp.			Bryn Mawr, Pa.	
Brust, Chas. E.	Ord. Sgt.			York Rd & Spring Ave., Ogontz, Pa.	
Bauer, Louis S.	Corp.			303 Crosby St., Chester, Pa.	
Biederwolf, John.	Sgt. of Ord.			2844 Kluttington Ave., Philadelphia, Pa.	
Bergeron, Eugene V.	Pvt.			25 Rochelle St., Springfield, Mass.	
Blanchard, Chas. E.	Pvt. 1st cl.			1986 Noble Ave., Bridgeport, Conn.	
243 Bloch, Isaac.	Pvt.			23 Munroe St., Westfield, Mass.	
Burnett, Wm.	Corp.			Telegraph Ave., Dearborn, Mich.	
Cain, Robert.	Pvt.			460 Baker St., San Francisco, Cal.	
Derrickson, Wm. P.	Corp.			11/10/18 218 E. Broad St., Chester, Pa.	
Hooker, Harold M.	Sgt. of Ord.			10/17/18 421 Main St., Lafayette, Ind.	
Jones, George E.	Sgt. of Ord.			123 Windsor Ave., Narberth, Pa.	
McGinley, John.	Pvt. 1st cl.			321 S. 25th St., Philadelphia, Pa.	
McIlhenney, Wm. F.	Pvt. 1st cl.			57th St., & City Ave., Overbrook, Pa.	
McGuhy, Wm. E.	Ord. Sgt.			Bedford Village, N. Y.	
McQuistion, Samuel.	Ord. Sgt.			Narberth, Pa.	

Name	Rank	Date of Entering Company	Date of Departure	Home Address	Remarks
Schwab, Robert H.....	Pvt.		1545 S. 56 Court, Cicero, Ill.		
Schmidt, August E.....	Corp.		6422 N. Woodstock, St., Philadelphia, Pa.		
Schulze, Wm. G.....	Sgt. of Ord.		3235 W. 41st St., Cleveland, Ohio		
Vaitulis, Charles.....	Pvt.		383 Cicotte Ave., Detroit, Mich.		

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